

CLASSIC

Yacht

ISSUE THIRTY FOUR

for those who love great boats

*2012 Panerai
Classic Yachts
Challenge*



*Model History:
Hinckley 42*

CLASSIC

YAC

ISSUE THIRTY FOUR

46 **INSTANT CLASSICS**

We decide what's cool, now.

52 **LAKE GEORGE: THEN**

56 **LAKE GEORGE: NOW**

64 **POWER UP**

Installing a new genset
in an older boat.

76 **UNLIMITED IDEAS**

Marine Services Unlimited expands
their custom boatbuilding business
to include fine nautical furniture
and accessories.

86 **FOUR SATURDAYS**

Bob Sobota restores a
1966 Pacemaker 53 motoryacht
for cruising Lake Michigan.

112 **IN THE STREAM**

ht

for those who love great boats

SEPTEMBER/OCTOBER 2012



106 MYSTIC MINUTES
News from Mystic Seaport

118 CLASSIFIEDS

122 NEXT ISSUE

6 ROGER THAT

8 ON WATCH

42 CALENDAR

44 PENMANSHIP
Talking Yacht Design

68 ACROSS THE POND
News from the RYA

82 MODEL HISTORY
Hinckley Sou'wester 42

96 S.O.S

100 THE LOG

CLASSIC *Yacht*

...is better than ever!

Take a moment to tour our improved interface and features.



4 / 112



2

3

4

5

6

1

1: Click this icon in the menu bar across the top of your screen to fill your monitor with our world-class photography and features.

2: Turn the pages with these icons. Or flip them as before by clicking or dragging the corners of any page, or by using the left and right arrows on your keyboard.

Try all of the features, including our four levels of zoom (twice as much as before) and the search function. Our new interface allows for higher-resolution videos of greater length, so expect to see more video features from now on.

3: Click this icon to use an interactive table of contents... try it!

4: Click the envelope to forward this issue to anyone...free!

5: Click the PDF icon to download a PDF version to read offline any time.

6: Click the printer icon to print any or all pages of this issue.

IF YOU

LONG FOR OPEN WATER

KNOW THE DIFFERENCE BETWEEN ROPE AND LINE

LIVE LIFE ONE COAT OF VARNISH AT A TIME

GIVE ALL DIRECTIONS USING PORT AND STARBOARD

SEARCH OLD BARNS FOR BOATS

LOVE THE FEEL OF A FRESHLY SANDED PLANK

DON'T LIKE STAYING BETWEEN TWO PAINTED LINES

SET YOUR DESTINATION AS THE HORIZON

THEN WE NEED TO TALK.



Classic Boat Insurance

877-922-3398 | hagertymarine.com

We know your commitment because we live it every day. Our passion for classics drove us to develop the first Agreed Value coverage for vintage boats almost 30 years ago. Today we offer coverage tailored to your needs, extensive lifestyle resources, club discounts, initiatives that help get young people involved in the hobby, vintage boat expertise and best service available.

So keep your eyes on the horizon and the wind in your hair. With Hagerty.

ROGER THAT

Yacht Racing and Good Boats

Your racing and regatta coverage continues to be visually compelling and quite interesting to read. As a freelance crewmember on a handful of these boats I am always looking for myself and many of my friends in the photos!

Keep up the great work.

Brian Lannis
Groton, Connecticut

Good Boats?

I really enjoy reading yacht designer Bill Prince's thoughts in each installment of PenManShip. I smiled when he brought up the oft-ignored flaws of some of what he acknowledges are modern classics, the Boston Whaler 13, the Grand Bank 42 and the Bertram 31.

As good as the classics are, it excites me that passionate and talented engineers



Follow us on Twitter.

*Click here & get
inside news
@ClassicYachtMag*

facebook

*Like us on Facebook for
more surprises.*

Click here!

I would want in a modern classic cruising boat and there is always room for improvement!

and designers are always working on improving the boats we are so passionate about.

John Roeper
Seattle, Washington

Bill Prince seems to shed light on one of the things I discovered about my Grand Banks after a year of ownership and coastal cruising. It is not easy to see from the makeshift lower helm at night, especially in a busy channel.

While I like my boat very much, no boat is perfect, there are several changes

Karl Ostenberger
Jacksonville, Florida



(mast - head)

PUBLISHER

Will Russell

publisher@classicyachtmag.com

EDITOR

Elizabeth Schulman

editor@classicyachtmag.com

CONTRIBUTING WRITERS

Virgil Chambers

Anthony F. Hall

Tammy Kennon

Jim Moores

Bill Prince

Erin Richard

Emma Slater

Bob Sobota

PHOTOGRAPHERS

Bob Breidenbach Virgil Chambers

Anthony F. Hall Dan Houston

Tim Lukasavitz Ted Mundy

Scott Noseworthy Cory Silken

ADVERTISING

advertising@classicyachtmag.com

CLASSICYACHTMAG.COM

To the people at Metan Marine who are restoring the old Boston Whalers, SeaCraft and Bertrams I say “good on ya”! Those are all great boats which will last another hundred years if they get a professional overhaul like this every 25 years or so.

I’d love to be able to afford a “better than new” 18 foot Boston Whaler Outrage with brand new power, gleaming mahogany and all the latest electronics. It looks like a lot of fun!

With the pool of “classic” fiberglass boats growing by the year as they age, I hope we will see more and more talented artisans come together to restore a lot more of these great old boats!

Please be sure to highlight these stories as they continue to come up! You guys are doing a great job.

Kerry Williams
Providence, Rhode Island

*Comments, compliments, rants and offers to transfer Nigerian fortunes may be sent to:
editor@classicyachtmag.com*

ON WATCH

33rd Annual Museum of Yachting Classic Yacht Regatta

12-Meter *Valiant* Wins PCYC North American Circuit Trophy for Best Overall Performance in the Series

Photos: Cory Silken

Newport, Rhode Island – The Museum of Yachting's 33rd Annual Classic Yacht Regatta, sponsored by Panerai, was held September 1-2 in Newport, with 55 classic sailing vessels participating in the final segment of the third annual North American Panerai Classic Yachts Challenge Circuit.

The impressive turnout of classic yachts was recognized by all participants and sponsors as a phenomenal display of annual commitment by the skippers and crews of the many classic and vintage boats that participated in the three New England regattas. The North American Circuit of the PCYC is comprised of the Corinthian Classic Yacht Regatta (August 11th-12th, Marblehead), the Opera House Cup (August 18th-19th, Nantucket) and the MoY Classic Yacht Regatta.

The much-anticipated regatta started off Saturday with crisp northerly breezes – typical of the seasonal change





ON WATCH

33rd MoY Classic Yacht Regatta,



cont.



in the Bay – setting a course for an unusual downwind start. Southerly sea breezes kicked in later in the day, changing the playing field altogether as the trailing boats caught up with the lead contenders.

Sunday's race did not disappoint the most competitive sailors. The day started out with light breezes that changed direction constantly, forcing the Race Committee to make a quick decision to alter the course as competitors circled in anticipation of the start. All classes were finally set on a course that took them south past Hammersmith Farm to the mouth of Narragansett Bay, then on a downwind leg back past historic Fort Adams State Park, completing with a race under the Newport Pell Bridge and around the leeward mark near the U.S. Naval War College.

Winning in the 12-meter class was *American Eagle*, a 68' red-hulled beauty built in 1964 by A.E. Luders Jr., and helmed by Rick Bready. Winning in the S-class was *Osprey*, a 1936 Herreshoff owned by Sheldon Whitehouse. *Pleione*, owned and helmed by Bruce Dyson, took first

ON WATCH



honors in the Spirit of Tradition class, and Gary Gregory's *Valiant*, a 1970 Sparkman & Stephen's 64.25' 12-meter, took top honors in the Classic A Division, as well as bringing home the Panerai Trophy for top performance in the Overall Series.

W-class 37' sloop *Race Horse*, owned by Donald Tofias, won the Spirit of Tradition class award for the Series. Classic B Division Award for the MoY Regatta was won by the 8-meter Fife-designed *Quest*, owned by Diane Palm, who also walked away with First Place Overall in the MoY

competition winning the coveted Panerai timepiece, a Panerai Radiomir Black Seal Automatic 45 MM.

Sail Newport served as the official Organizing Authority for the 33rd Annual Museum of Yachting Classic Regatta.

As has become Newport tradition, many of the participating yachts proudly hoisted their yacht club pennants and Panerai battle flags while circling Newport's inner





33rd MoY Classic Yacht Regatta, cont.

harbor for the Annual Classic Yacht Parade on Sunday morning. Onshore spectators and other sailing enthusiasts watched as the beautiful vessels embarked upon their race course start with precision.

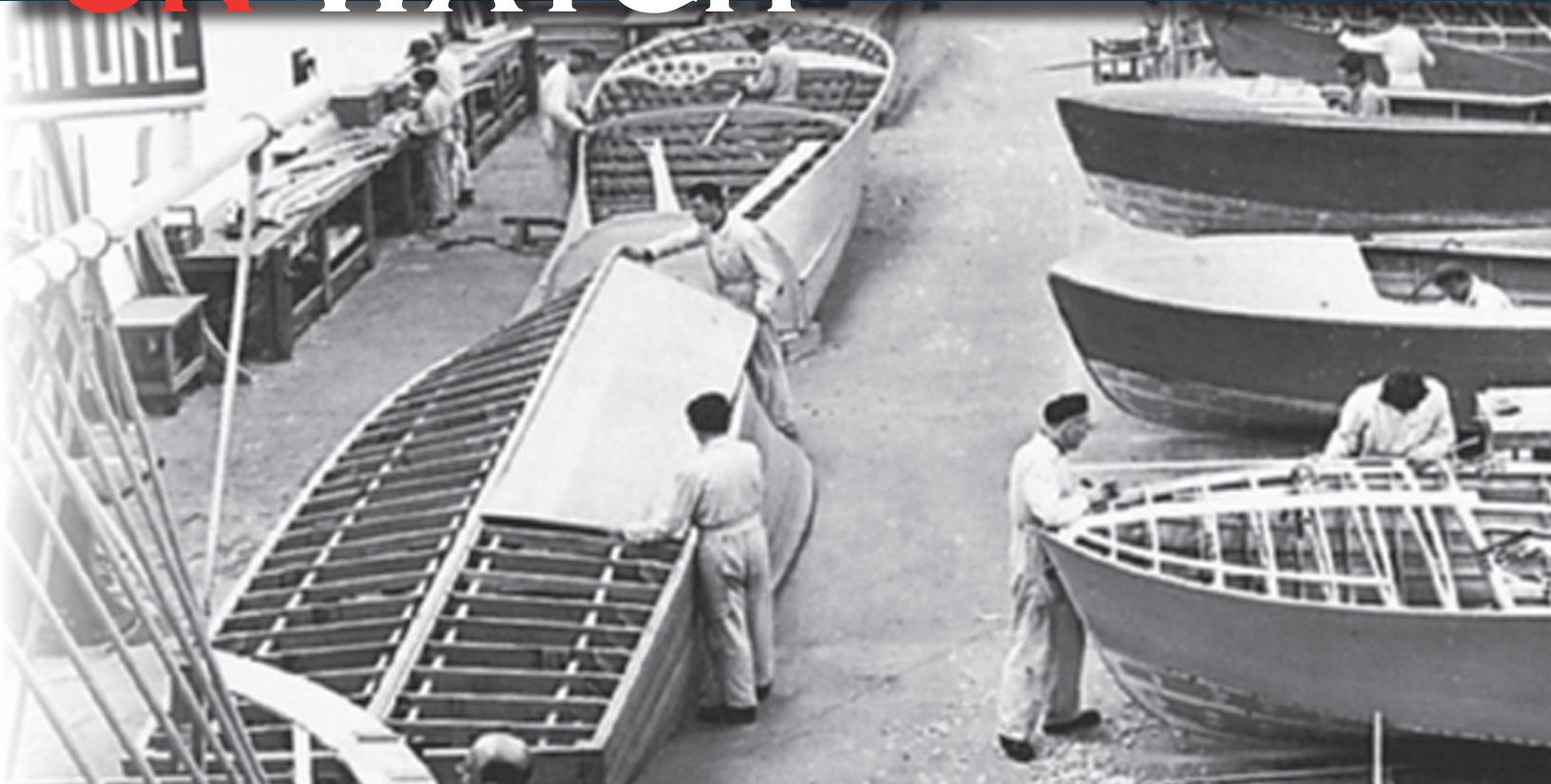
Likewise, Panerai's tradition for each regatta has become to dedicate at least one day of classic sailing, before or after the race, to hosting patient and caregiver sails

for the community residents who so generously host each of the N.A. regattas. Under the pennant of their founding sponsorship of Sailing Heals, a Massachusetts-based non-profit organization whose mission is to take cancer patients and their caregivers out for healing days of respite on the water, Panerai and their Host Captains sponsored local 'VIP guests' on three separate sailing outings on the breathtaking Narragansett Bay on Monday, September 3rd.



ON WATCH

The Art Of **Ex**



ccellence



GREAT VIDEO:

A September celebration of 170 years of Riva,
Carlo's 90th birthday and
50 years of the Aquarama

ON WATCH



BoatUS Relaunches BoatTECH Database

Largest Online Archive of Boating Repair & Maintenance "How-to"



Alexandria, Virginia - BoatUS, has relaunched its extensive online "BoatTECH" resource at BoatUS.com/BoatTech, making it the largest, no-cost online archive in the US with hundreds of articles on boating technical, repair, maintenance, and other how-to resources for boaters, anglers, and sailors.

BoatTECH articles now cover, in-depth, the entire vast range of subjects for the practical do-it-yourselfer, including everything from how to add an inverter and use downriggers, to how to repair fiberglass and maintain boat trailers. From plumbing to polish, articles are enriched with more useful photos and up-to-date advice.

The site is easy to navigate, is being expanded continually, and boaters who are

not BoatUS members are welcome to visit, search topics, follow chat narratives and learn from the authoritative articles written by the BoatUS Tech Team, including:

Tom Neale, liveaboard expert and top technical editor who also provides exclusive navigation and chart updates for the American East Coast.

Don Casey, best selling author of "do-it-yourself" books, including a DIY boaters' bible, *This Old Boat*.

John Adey, President of the boatbuilding standards organization, American Boat and Yacht Council, a technical expert who has owned a marine supply store and completely restored his classic 1976 Irwin ketch.

BoatUS.com/BoatTech

MAKING IT EASY TO PURCHASE, OWN, AND ENJOY A CLASSIC WOODEN BOAT



1932 Chris Craft 59 "Black Tie"

Very collectible, extremely beautiful, and pure joy to own and run. Hull #25001 - #1 in its series! LOA: 25' **Offered at \$160,000**

2008 Hackercraft "Woodwind"

Reduced price! Beautiful, traditional plank-on-frame Philippine mahogany with modern no-soak bottom. Mercruiser 350 MAG MPI. LOA: 26' **Offered at \$89,500**



1997 Hackercraft Triple Cockpit "Casablanca"

Beautifully maintained; sexy, rare white upholstery, bow thruster for easy docking, 400hp Mercruiser. LOA: 30' **Offered at \$82,500**

1951 Penn Yan Aristocrat

All original, never restored. Rare, too! 75 hp original Grey Marine Flat 4 cylinder engine. LOA: 16'

Offered at \$13,000



Full service concierge
marina, indoor winter
storage


Halls Boat Corporation
BOATWORKS • BOAT SALES • BOATING CLUB

High quality,
comprehensive
restoration services

ON WATCH

FROM
2012 Saint Petersb

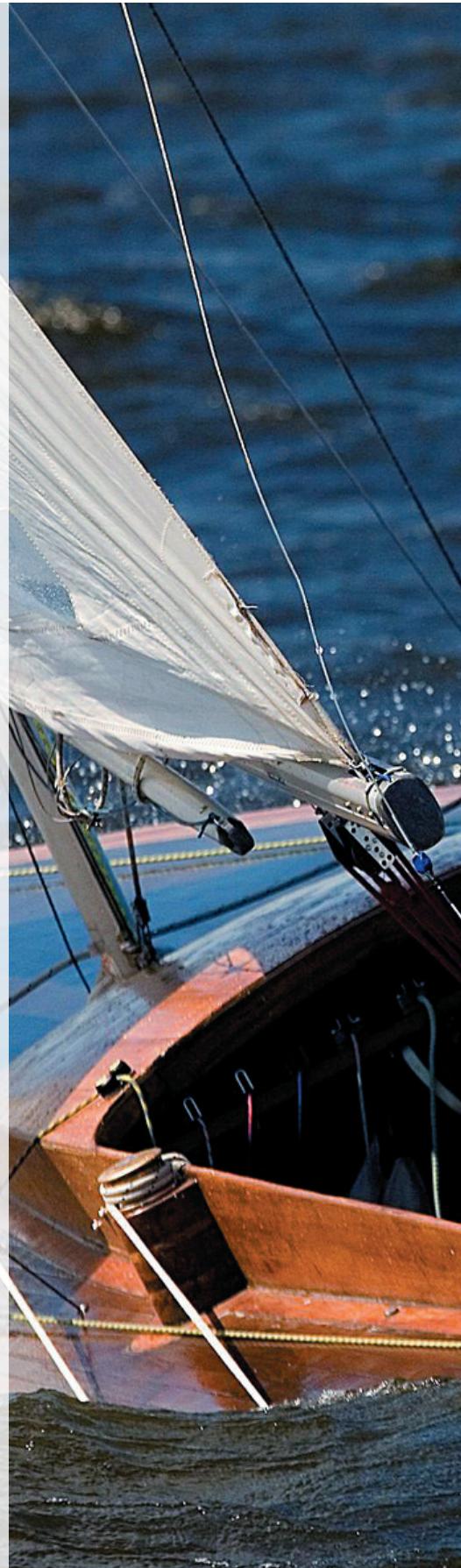
Saint Petersburg, Russia – The Saint Petersburg Classic Yacht Week began on August 14 and formed the final leg of the racing series for classic yachts in the Baltic Classic Circuit. This circuit incorporates classic regattas around the Baltic Sea, taking in different countries and cultures including Stockholm and Helsinki.

This energetic new addition to the Baltic Class Circuit included three days of racing followed by a two day festival based at the famous Peter and Paul Fortress in the city of Saint Petersburg, combining award ceremonies, a formal party, a symphony orchestra and fireworks.

Classic Yacht Week is the first of its kind in Russia's historic former capital, with yachts and owners being based at the Hercules Marina, a new luxury facility. There were fleet races for bigger boats and class races for classic Folkboats and Dragons. Contenders for the final leg of the series include classic yachts of St. Petersburg such as *Mirame*; *Nayada* and *Zvezda*. The national yacht class of Russia, L-6 also participated as did the Old Gaffer Association from England and Lindauer Segler-Club from Germany.

The main goal of Classic Yacht Week was to remind Saint Petersburg residents that they are part of the Baltic and of the history of yachting that comes with the area.

The Baltic Classic Circuit is organized by the Scandinavian Classic Yacht Trust.



RUSSIA WITH LOVE

St. Petersburg Classic Yacht Week



ON WATCH

PHOTO: MIKHAIL KIREEV



As the racing at the Saint Petersburg Classic Yacht Week drew to a close, participants had chance to explore one of the world's most beautiful cities. The only problem was fitting it all in. Saint Petersburg has all the ingredients for an unforgettable travel experience; high art, lavish architecture, positively wild nightlife, an extraordinary history and rich cultural traditions that have inspired and nurtured some of the modern world's greatest literature, music and visual art.

Although just 300 years old, Saint Petersburg has a rich and exciting history, full of dramatic events and major historical figures. Founded in 1703

by Tsar Peter the Great as his window to the West, Saint Petersburg enjoys a vibrant, cosmopolitan atmosphere and some of the most beautiful architecture in Europe.

With the mysterious twilight of the White Nights, Saint Petersburg charms and entices like no other city in the world.

Classic Yacht Week participants got to experience Saint Petersburg from a perspective very few have been privileged with. At 11pm after the final race, Saint





FROM RUSSIA WITH LOVE, CONT.

Petersburg's bridges opened and the classic yachts were welcomed into the Neva River, presenting onlookers with a truly spectacular sight. The yachts moored in the city center, across from the Winter Palace.



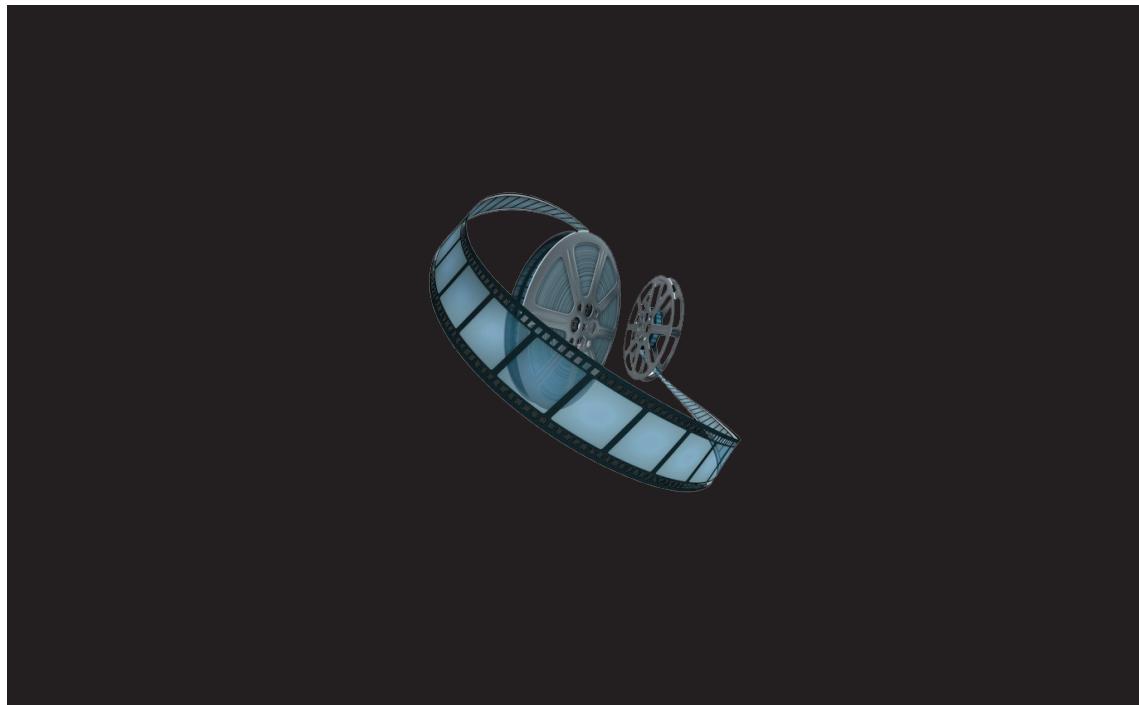
and successful Saint Petersburg Classic Yacht Week: "It's my first time in Russia and competing at the Saint Petersburg Classic Yacht Week. We've had an absolute blast sailing; it's been a spectacular event with a lot of interesting things to do. Tonight we sail into the city which should be incredibly special and not something a lot of people get to do."

Judd Tinius, Owner of *Galatea*, was all praise for the first



ON WATCH

The Life of Eilean: From London to Cowes



London, England – In July the famed sailing yacht *Eilean* traveled from London's Isle of Dogs to Cowes, Isle of Wight to host the 2012 Panerai British Classic week.

Luxury watch brand Panerai's connection to the sea dates to the early days of the company and its status as the official supplier of instruments to the Royal Italian Navy. Of course these days it also sponsors the Classic Yachts Challenge regatta, the largest of its kind in the world. It's fitting, then, that Panerai CEO and avid sailor Angelo Bonati spent the last three years overseeing a complete restoration of *Eilean*, the two-masted 72-foot Bermudian

ketch originally designed and built in 1936 by the legendary Scottish boatyard Fife. During her long life *Eilean* has crossed the Atlantic no less than 36 times.

When Bonati acquired the stylish yacht (inspired by the J-Class America's Cup racers of the 1930s) in 2006 it was a mastless, rusting wreck. He hired Italian naval restoration specialist Enrico Zacagni to undertake the 40,000-hour task.

In addition to its Burmese teak skin and decking and perfectly recreated period details, the yacht now features a bespoke set of Panerai sailing instruments.

Award-Winning Restorations



- Full restorations
- New construction
- Major or minor work on all marine craft



AWARDS:

1st Place

Port Sanilac, MI boat show

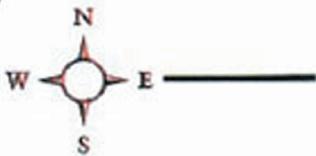
Best In Class, 1st Place

Algonac, MI boat show

Best Transom

Port Sanilac, MI boat show

MARINE SERVICES
Unlimited



12114 E. Houghton Lake Drive
Houghton Lake, Michigan 48629 (989) 422-6563
info@MarineServiceUnlimited.com



ON WATCH

Transients in Hot Water with the Tax Man



Alexandria, Virginia – Staying too long in one place can ruin a good thing. At least that's the case with boaters making lengthy journeys who are finding themselves targets of cash-hungry states when they stay too long and are subject to various taxes. How can boaters prevent overstaying their welcome? BoatUS has online state tax information at BoatUS.com/gov/states that will help keep them on the right side of the law and out of hot water with the taxman.

Usually a recreational boat must be registered in the state where it is principally used, and any sales and use taxes paid to that state. Problems arise when the boat leaves this principal-use state and enters a new one, for a long visit, extended cruise or lengthy repairs.

BoatUS says boaters may be subject to various sales, use, excise, or property taxes when they remain in one location for a consecutive number of days, or over-stay their visit for a certain number of aggregate days per year. This "grace period" is often 60 to 90 days but as little as 30 days in two states (CO, NH). Also, if

the principal state's sales and use tax is not comparable to the tax in the state the boat is visiting, the second state can levy their own tax making the boat owner liable for the difference.

To help boaters understand this issue, BoatUS' online map at www.BoatUS.com/gov/states highlights state sales and property tax rates with links to state tax departments, as well as registration information and "grace periods".

In the past, BoatUS has heard about tax authorities walking the docks, inspecting marina records and aggressively enforcing tax codes. "We believe boaters should pay their fair share of taxes, and travel to other states with their eyes open about timelines and potential tax assessments," said BoatUS President Margaret Podlich. "Boaters should keep record keeping such as log entries, marina and fuel receipts or repair contracts while traveling. These documents are critical for boaters to keep, and are often the only way to fight an unjust tax bill," added Podlich.

BoatUS.com/gov/states

MOORES MARINE



Building, restoring and repairing wooden boats since 1986.

South Florida

Moores Marine of the Palm Beaches

1410 Avenue E, Riviera Beach, FL 33404

MooresMarineInc@aol.com - 561-841-2235

North Carolina

Moores Marine Yacht Center

1201 Sensation Weigh, Beaufort, NC 28516

mmyachtcenter@gmail.com - 252-504-7060

**Winner 2010 Concours d'Elegance, Outstanding Innovation,
The Wooden Boat Show, Mystic Seaport.**



Long-Term Maintenance Programs



Award-Winning Restorations

ON WATCH

2012 Herreshoff Classic Regatta



PHOTO: BOB BREIDENBACH

Arion (234) gets a good start during their race in the CRF-Vintage class.

Bristol, Rhode Island - 50 classic yachts and sailboats ranging from 16-50 feet sailed in the 2012 Herreshoff Classic Regatta in Bristol Harbor on August 25.

About half were actually built by Natt Herreshoff. Some of the classic yachts that raced were *Pirate* (S 63), *Lady Luck* (S 2), *Surprise* (S 5) and *Shona* (S 15).

The Herreshoff Classic Regatta is an annual event drawing hundreds of participants from around the world. Classic and Herreshoff boat owners gather for a weekend of challenging races and social events. The weekend includes the race for the prestigious Bill Swan Memorial Trophy, the Livingston's Wind Hill Trophy for Herreshoff 12 1/2s, and a traditional New England Clambake on the waterfront.



*Thomas Haythe,
captain of the yacht
Poppy, relaxes on
deck prior to racing
in the CRF-Vintage
class*



Honey Teak & BOAT PAINT

FOR ALL MARINE SURFACES



by Fabula Inc.



"After 40 years of
screwing around with
varnish, I found my
solution in February
of 1993."
-William Canavan



www.honeyteak.com
(772)287-6077

ON WATCH

PHOTO: DAN MUELLER



2012 Detroit Classic Regatta: Four Sixes, Two NY-32s and More

Detroit, Michigan - The 2012 Detroit Classic Boat Regatta was held June 16 under mixed skies. The event was put on with the assistance of The Detroit Regional Yachting Association and The Detroit Yacht Club with the goal of assembling as many classic and historic yachts as possible out on the water for some friendly competition.

Any pre-1970s vessel was eligible; any wooden boat with a design whose intent is to evoke the look and feel of a classic yacht is eligible.

The smaller boats including the 6 meters sailed downwind on the western side of

Lake St. Clair near the mouth of the Detroit River on Saturday, June 16.

Bernida, a 1921 R Boat and the first Port Huron to Mackinac race winner in 1925, performed well.

Yare, a 1963 S&S, is the winningest Port Huron to Mackinac boat. She looked to be in fine form.

Apache, a Sparkman Stephens New York 32 owned by Skip Gmeiner, competed upwind with *Alida*, a 1968 Cal 36 owned by Bill Harmon on Lake St. Clair.



HAMILTON MARINE



GREAT PRICES! GREAT STUFF!

Poly Nylon Double Braid Mooring Pendants

Clear urethane coated. Galvanized thimble.



Made
In USA!

Starting at
\$50.99



Maxi-Moor II Premium Super Strength Mooring Pendants

with Stainless Steel Thimble and
Yellow Maxi-Jacket™ Coating



Made
In Maine!

Starting at
\$86.99

F-Series Fenders

Outstanding quality, heavy duty twin-eye seamless fenders. Rotomolded technology ensures supreme control over the fusion process and guarantees an absolute even wall thickness. Multiple rib-reinforced solid ropehold ensures the highest breaking strength available. Resistant to all weather conditions. High abrasion resistance, high energy absorption.

LIMITED QUANTITIES!



20%
OFF

Epifanes® Clear Varnish

This traditional marine varnish provides outstanding protection for all marine and household woods and can be applied to interior and exterior woods above the waterline. Superior flow and durability, excellent flexibility and water resistance in all climate conditions. 1000 ml.

\$29.99

List 50.19
EPI-CV-1000
Order# 109982



Inflatable Boat Cleaner

Environmentally safe & biodegradable. Safely cleans the surface of Rigid Inflatable Boats, nonrigid inflatable boats and even kayaks. 16 oz.

\$7.99

Reg 12.99
MEG-M3716
Order# 742361



SAVE
\$5

FREE CATALOG!

376 pages of traditional and state-of-the art marine supplies, stocked and shipped from the heart of Maine's boatbuilding country.



paper catalog

e catalog

Headmate™ Toilet

Compact design. Rugged & lightweight.
90° tailpiece.

LIMITED QUANTITIES!

\$119.99

Reg 159.99



House Bowl
THE-37003
Order# 743737

Marine Bowl
THE-37001
Order# 141645



THETFORD
Corporation

PRO RAINER® Ocean Rain Jacket

100% Waterproof with Harness and Removable Float Vest

100% Waterproof PVC coated Oxford nylon. All seams fully taped. Heavy duty two-way non-corrosive zipper. Neon yellow Reflexite on hood and body. Integral over-the-shoulder adjustable harness. Two upper cargo pockets, two lower waterproof cargo pockets.

LIMITED QUANTITIES!

Size Order#
Med 744258
Large 744257



ACR 406 MHz EPIRBs

Cat II Manual

\$449.99

List 622.00
ACR-2875
Order# 734026

Cat I Automatic

\$539.99

List 767.00
ACR-2874
Order# 734025



ON WATCH

Court E15 Ruling Could Kill Your Engine Advocacy Groups Weigh What To Do About It

Washington, D.C. - The National Marine Manufacturers Association is reviewing its litigation options after a three-member panel of judges from the U.S. Court of Appeals for the D.C. Circuit dismissed the marine industry's challenge to allowing E15, 15% ethanol, into the fuel supply.

The 2-1 decision was disappointing, but was "procedural," said the NMMA's chief counsel of public affairs and director of regulatory affairs, Cindy Squires.

"Obviously this is a setback, but it's not necessarily over unless we decide to say it's over," Squires said. "The whole decision really centered on this jurisdictional question of standing and didn't get to the merits of the arguments."

The plaintiffs working together on the case (coalitions from the manufacturing, food and petroleum industries) will decide what the next action before the court could be.



therefore could not consider the merits of the arguments presented.

Squires told Soundings Trade Only that dissenting Judge Brett Kavanaugh's comments were "heartening."

"He made it abundantly clear that he felt that the EPA had overstepped its authority [by granting an E15 waiver], so





METAN VINTAGE BEAUTIES—THEY'RE MADE FOR YACHTS

THE RESTORATION PERFECTIONISTS
701.299.2765 | METANMARINE.COM

that was very heartening," Squires said. Kavanaugh said the waiver was "flatly contrary to the text of the statute."

Judges David Sentelle and David Tatel ruled that the plaintiffs lacked standing to bring the case. Tatel said he was forced to concur with the decision that there was no jurisdiction even though he believed the D.C. Circuit case law to be wrong, Squires said.

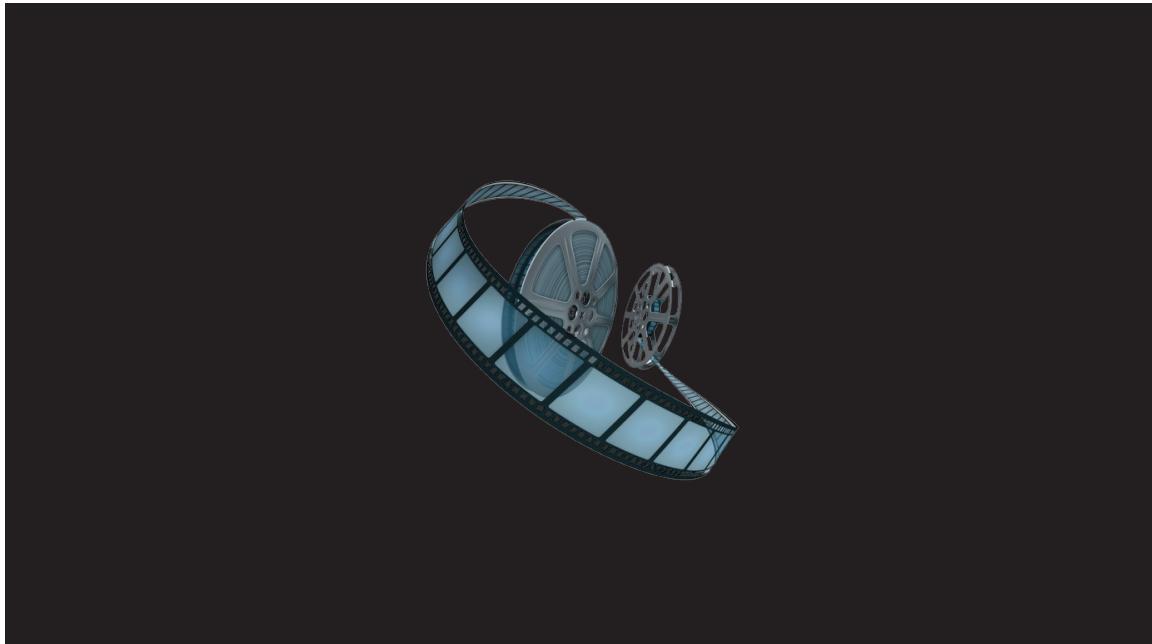
"There are some who would look at that and say perhaps it opens the door for an en banc review because only the full court can change the case law precedent," Squires said.

An en banc review would mean all members presiding over the D.C. Circuit Court would be asked to rule on the case, creating a chance to change case law and review the plaintiffs' arguments on its merits.

Another option would be to ask the U.S. Supreme Court to review the case, Squires said.

The groups have about 30 days to decide how to move forward and the challenge to an EPA "misfueling rule" is still pending, Squires said. That case has been put on hold until the groups decide how to move forward.

ON WATCH



The Dry Bilge Machine



Yachting professionals like Jim Moores use the Arid Bilge Series 4 on their personal yachts.



Jim Moores' personal Trumpy Aurora II



Before



After

Arid Bilge is the automated bilge vacuum system that transforms yachts. Expect 100% dusty dry and odor-free bilges throughout!



www.aridbilge.com 954.328.9705

AI@AridBilge.com



International Yacht Restoration School Produces Promotional Documentary

Newport, Rhode Island – IYRS is one of a handful of respected trade schools providing the industry with qualified boatwrights. They are an internationally known school, focused on preparing students to enter and excel in all aspects of modern boatbuilding.

With campuses in scenic Newport and Bristol, Rhode Island, IYRS offers its students advanced technical training in boatbuilding and restoration, marine systems and composites technology. Classes are taught by industry experts.

They've produced a short promotional documentary that is substantive enough that we're running it here. It gives a good look inside a modern boatbuilding school and offers some human-interest stories along the way.

Located in a coastal region where boating is a major part of the local culture and commerce, IYRS is also a vibrant maritime center enjoyed by the public. Its doors are open to anyone who

wants to see how craftsmen train, and through its affiliation with the Museum of Yachting, located across Newport Harbor, IYRS is home to important restoration projects and accompanying exhibitions that draw visitors from around the world.



Saint
CUSTOM BOATS

Builder of
Fine Mahogany Boats
Since 1981

222 S.E. 27th Street
Cape Coral, FL 33904
www.saintcustomboats.com
email: boats@hughsaint.com
(239) 574-1299

IF YOU'RE LOOKING FOR A PEDESTRIAN YACHT, KEEP ON WALKING.

CALL 904-389-1125



HUCKINSYACHT.COM



56' Huckins Linwood
1966 "Starlight Express"
A popular craft with 3 staterooms, a comfortable deckhouse lounge and a spacious bridge deck. \$265,000. Jacksonville, FL.



53' Huckins Linwood
1967 "Tidewater"
This distinctive vessel features 2 staterooms and a cornered double berth. \$225,000. Jacksonville, FL.



58' Huckins Offshore
1973 "BFB"
A 3 stateroom, 3 head model with large flybridge and enclosed, air conditioned bridge deck. Repowered with Caterpillar 4-cycle diesels and ZF remote V-drive transmissions. \$195,000. Jacksonville, FL.



56' Huckins Out Islander
1964 "Meridian"
A classic model with an extensive, 18-month restoration that included mechanical, structural and cosmetic updates. Like new. \$495,000. Brooklin, Maine.



56' Huckins Linwood
1971 "Fairway"
This boat features 3 staterooms, 3 heads, a saloon and an air conditioned helm. Repowered with Cummins 4-cycle diesels and Twin Disc remote V-drive transmissions. \$195,000. Jacksonville, FL.



53' Huckins Atlantic
1966 "Faith"
A sought-after 2 stateroom classic in immaculate condition. Twin 320HP TAs, NL gear, and air. Turn key, ready to cruise. \$250,000. Our yard.

ON WATCH

ALERT: Check Your New Lifejacket

Mustang Survival is notifying the public of an "urgent advisory" for hydrostatic inflatable PFDs made during April and May. A portion of these PFDs could be subject to delayed or non-inflations, according to the manufacturer.

Check the carbon dioxide cylinder in your vest(s). If it is marked with LOT No. 404121 or 404122, you are urged to contact customer service at (800) 526-0532 to arrange for a replacement inflator assembly.





ackets

The following Mustang Survival products are affected:

- MA7214 HIT inflatable re-arm kit
- MA7218 HIT inflatable re-arm kit for LIFT
- MD0450 Inflatable Vest PFD with LIFT
- MD0451 Inflatable Vest PFD with LIFT (no harness)
 - MD3183 Deluxe Inflatable PFD with HIT
- MD3184 Deluxe Inflatable PFD with HIT (with harness)
 - MD3188 Inflatable Work Vest with HIT

INSURE WITH GRUNDY WE KNOW THE ROPES



For a fast, accurate quote, call
800-338-4005 or log onto **www.grundy.com** today.

When insurance expert and life-long sailor Jim Grundy started the Grundy Classic Boat Insurance program, he designed a policy that includes all the coverage that classic boat owners need, while making the application process simple.

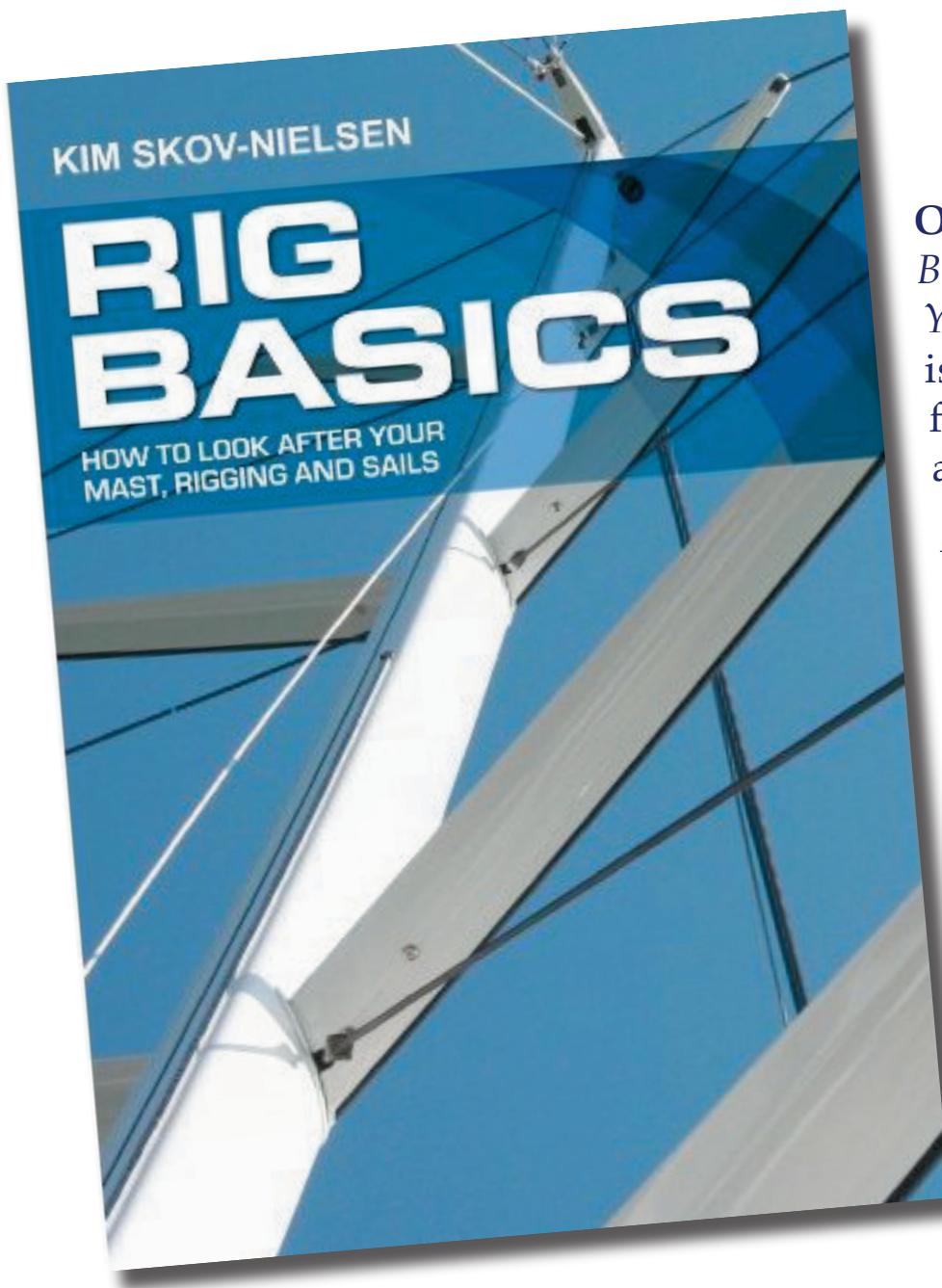
At Grundy, each application for coverage is reviewed by underwriting specialists, who know the ropes of classic boat insurance. Grundy underwriters share your passion for classic boats, speak the same language as you and know what coverage is best for your boat—and, that's Agreed Value coverage. In most cases, Grundy's Agreed Value policies can be issued without requiring a marine survey, saving you hundreds of dollars, time and inconvenience.

Grundy policies also include deductibles that are typically far lower than what other insurers offer. Additional features include: restoration shop of choice, coverage during restoration or construction, and coverage for search and rescue, marine environmental damage, wreck removal and emergency expenses, including towing. Insure with the experts!

Grundy
INSURANCE
for Classic Boats

ON WATCH

New Rigging Book Released By Respected UK Publisher



Oxfordshire, England - *Rig Basics - How to Look After Your Mast, Rigging and Sails*, is Petrospot Publishing's first foray into the sailing and yachting sector.

Written by Kim Skov-Nielsen, a hugely experienced round-the-world yachtsman and active marine surveyor, this book provides a concise, informative and clearly-written outline of what an owner or operator must take into consideration when looking after the mast, rigging and sails. It is also a highly useful guide to what a surveyor should be looking at when surveying a rig.



Kim Skov-Nielsen has worked full-time in the marine industry since 1979, primarily as a yacht skipper and ocean racer. He has sailed over 150,000 blue water miles worldwide, amassing a wide range of valuable experience including building boats, sailing them around the world, being bosun on a 12-meter yacht in the America's Cup and taking on the role of project manager at

America's Cup and Whitbread Round the World Race level.

Kim holds a long and impressive list of surveying, yachting and other qualifications. He is also an expert witness in UK jurisprudence.

\$20 plus shipping
petrospot.com/books-rig_basics.asp



YNOT YACHTS • TIMELESS BEAUTY & CLASSIC STYLE FOR SALE

T 412.337.2191 • www.ynotyachts.com



ON WATCH

Marine Banking Struggles to Overcome New Regulations

Newport, Rhode Island - Cumbersome federal regulations were a big topic in early September at the National Marine Bankers Association conference in Newport.

Hudson Cook LLPs Michael Benoit told attendees that Title 10, or Dodd-Frank legislation, has made it possible for more government oversight and regulation.

The new laws have instilled fear among lenders, fear of earning unwanted attention from overseers which will begin to limit the types of marine loans businesses can offer. This will negatively affect marine dealers who are trying to get customers approved for boat loans.

"All these businesses are going to just offer vanilla loans," Trostle said. "Lenders won't have the ability to offer creative options for people."

Benoit said punitive measures against Capital One for debt-protection programs that were instituted by that bank's vendors prompted others to stop offering debt protection.

"Even though they were tactics used by third-party vendors, the government didn't attack the products themselves, they attacked the way they were being sold," Benoit said.

Regulators often don't understand the subprime lending business, said John Haymond of Medallion Bank, a Utah-based lender that specializes in the

LET US BUILD YOUR DREAMBOAT



Our *Secret Cove 24* is an elegant 1920s-style cruiser with hidden 25 hp outboard—an easily-trailered classic with amazing accommodations.

The *SC-24* is one of four new dreamboats, including an 18-foot motorsailer, that represent beautiful ways to slash our use of oil, while camp-cruising in absolute comfort.

See our website for details on all four designs:

WWW.ISLANDBOATSHOP.COM

Nordland, WA 98358 – e-mail Marty@islandboatshop.com



niche of subprime lending in the marine industry, among others.

"Regulatory agencies don't really like subprime loans because they don't really understand them," Haymond said.

They have more understanding in Utah because that's where many lenders

operate, Haymond said. That's because the state of Utah has "very unique bank laws that allow us to export Utah loans nationwide" without being subject to other state laws or requirements.

"Regulation agencies are still one of our biggest hurdles, particularly in the marine industry," Haymond said.

Donate A Boat or Car Today!

BoatAngel

"2-Night Free Vacation!"

1-800-CAR-ANGEL

www.boatangel.com

sponsored by boat angel outreach centers

STOP CRIMES AGAINST CHILDREN



NEW!
Classifieds

Advertise your boat, product
or service for sale
in our **NEW** classifieds!

Basic classified ads are **FREE!**

Beginning in the May/June 2012 issue

FREE:

The free listing gives you room to describe what you have for sale. These are limited to 140 characters, including spaces (5 lines of text).

Each free listing appears in blue text and can include a phone number or email address but no links. Great way to get the word out!

Have a small engine to sell? Or a cheap boat? Maybe a specialized service but don't have the budget for a big ad? Try this, it's really **FREE!**

COLOR:

Upgrade your ad with a choice of background and text colors! **Color classifieds are \$70 per 140 characters, including spaces.** You've got the option of changing text colors for pop! Hyperlinks can connect the ad right to your email or website, for an instant connection to readers!

This ad size: \$140

Need more room? Buy space in 140-character bundles to tell the world what you've got to offer.

COLOR + PIC!

Add a photo for just \$35 per column inch in your color classified!



The photo above takes up one column inch, for example. It's a great way to make a visual impact. You can buy 140-character bundles of text to your heart's content, and as many photo column-inches as you want.

This ad size: \$245

Click [HERE](#) to contact our classified department now!

BROKERS: Use your existing print ads on the web and link to all your spec sheets online!

NEW!
Brokerage
Section

**A half-page ad like this
in our brokerage section
is just \$349!**

Beginning in the May/June 2012 issue



UNITED YACHT SALES

Distinctive Classic Yachts

Near
perfect in
detail.



42' Matthews Sedan



2003 40' Custom Express

Stunning
beauty!



53' & 57' Elco

Both
restored &
updated!
57' Elco
has
profitable
business.



1957 30' Riva Limousine

An Italian
classic!

Michael Waters (561) 301-3455 mikewaters@unitedyacht.com

Click [HERE](#) to contact our brokerage department now!

CALENDAR

PHOTO: DANIEL JINKINS



2012

Monaco Yacht Show

PENMANSHIP

Seoul Train

Recently I had the opportunity to travel to Seoul, South Korea in order to kill two birds with one stone.

I was invited by their government, along with two dozen other marine-industry types from the US and around the world, to attend the Korea International Boat Show. This was an event their politicians must have been seriously looking forward to showing off, based on the elaborate ribbon-cutting ceremony and the nearly 2:1 photographer-to-attendee ratio at the opening gala. The fact that my office is also developing a 62-foot motor yacht for Hyundai Yachts made for a convenient client meeting there, too.

Long-haul travel is one of the realities of a career in yacht design. Upon boarding the 747 in Chicago I was, however, looking forward to a bit of the famous Korean Air hospitality, and perhaps even some pampering. Surely with their excellent reputation they would become my new favorite international air carrier, surpassing Lufthansa on my working list.

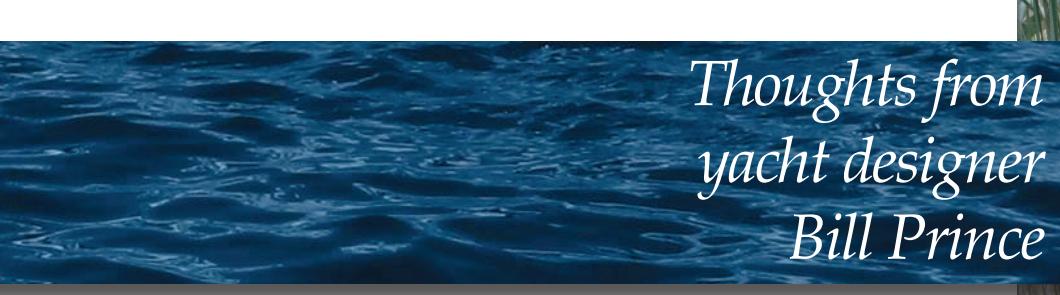
I expected fine-looking attendants, fold-flat seats, wi-fi and on-demand shoulder massages. What I got instead was a hot towel and tube of Korea's answer to Tabasco, called gochujang, with dinner.

I always like to try new foods, especially when I am careening through the air at Mach .85, thousands of miles from the nearest western toilet. So I opened the toothpaste tube of gooch and squeezed it out over half of dinner.

There's something about the way Tabasco sauce, or any liquid hot sauce, meters out of the little bottle intuitively. Such is not the case with gochujang; it dispenses and tastes like Tabasco that's been concentrated, dehydrated and buried in dirt for three years. Perhaps an acquired one, it was not a taste for me as we banked around North Korea to make our approach fourteen hours out of Chicago.



*The tide is
Korea Internati*



Thoughts from yacht designer Bill Prince



Wiping the inside of my mouth with the hot towel, I looked out the window and could see the stark border between modernity and totalitarianism off in the distance. Little did I know that 72 hours



later I would be crouched in a tunnel 250 feet below the Demilitarized Zone, the world's most heavily armed border.

The Korea International Boat Show can be called "international" for two reasons. The first is that our

group, consisting of a Chris-Craft VP, a sales guy from MasterCraft and a Russian Volvo Penta dealer (among others) were all in attendance and became fast friends. Secondly, of the twenty five boats actually on display, a third of them were bank-repo Sea Rays from Sarasota, Florida. Really.

My commitments fulfilled by the end of day three, I grabbed a Korean-

language subway map and headed off alone to take a tour of the DMZ. This required a two-hour standing-room-only ride on Seoul's subway system. The trains were immaculate, the riders polite. And with very low crime in Seoul there were small groups of little kids riding the urban train with their bikes, unattended by moms and dads. Remarkable.

Any good tour of the DMZ involves a trek through one of the North's tunnels, discovered after the war. The feeling of being 250 feet under the DMZ, 75 feet from NK troops on the other side of a concrete dam, was more thrilling than gochujang and the Korea International Boat Show combined.

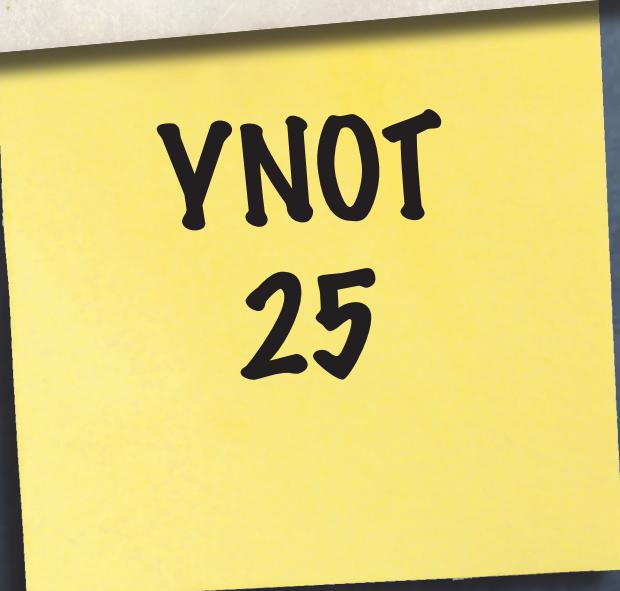
Bill Prince is a yacht designer and marine engineer. Over the past fifteen years his design services have been applied to boats for Hinckley, New England Boatworks, Brooklin Boat Yard and others, as well as the United States Coast Guard.

BillPrinceYachtDesign.com

INSTANT CLASSICS



©BILLY BLACK



The YNC
"Wilb
YNOT
charac
in the
beam

We decide what's cool, now.

OT 25 is a variation of their center console "Wilbur" that was launched in late 2004. The 25 improves upon the excellent handling characteristics of "Wilbur" through a refinement of lines and driveline. The 25 has an 8 foot beam and a single inboard engine, gasoline or diesel, with full vibration isolation.



She's a sweet boat.
A mahogany-trimmed composite T-Top with a windscreen is just icing on the cake.

INSTANT CLASSICS

Focus -
Dilong,
classic y
meters
seawo

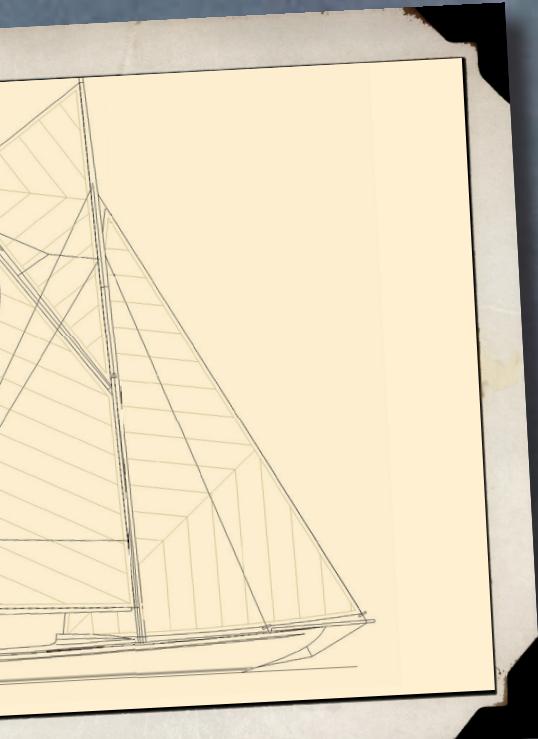


Dilong
9.75m



We decide what's cool, now.

Esprit de Légendes Yachts brings us the Dilong, combining what they call the best of sailing and modern technology. At 9.75 meters, this cool keelboat is elegant, racy and worthy for coastal navigation and racing.



Interestingly, the hull was conceived almost a century ago. But an all carbon fiber gaff rig sparkles with modernity.

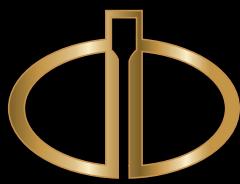
The Dilong is a new one-design class in the classic yachts category – a unique concept!

INSTANT CLASSICS



Grand Banks 50 Eastbay

Want the quality of a Grand Banks, the speed of a sportfisherman, a choice of 2 or 3 staterooms and IPS propulsion? Well, here you go.



COVEY ISLAND BOATWORKS

CUSTOM YACHTS FOR THE WORLD SINCE 1979



Award Winning
Classic Yachts and
Restorations



A proud sponsor of the Antigua Classic Yacht Regatta, Concours d'Elegance

PO Box 1539, Lunenburg, Nova Scotia B0J 2C0

phone (902) 640.3064

www.coveyisland.com

GREAT LAKES BOAT BUILDING SCHOOL

Here today.



CLASSIC WOODWORKING

TRADITIONAL & COMPOSITE
WOODEN BOAT BUILDING DEGREE PROGRAMS
YACHT JOINERY

A job tomorrow.

“It blew my mind to see the skills a couple students brought to my business after only one year at the school. I immediately hired them both, full-time.” *Brad Koster, owner Mertaugh Boat Works*

“The instructors’ enthusiasm to hand off their knowledge and experience was quickly matched by the eagerness of the job market to accept me the same week I graduated.” *Preston Johnston, Class of 2011*

“Attending GLBBS allowed me to develop the necessary skills. Started working the Monday after graduation.” *Geoffrey Hamilton, Class of 2011*

“GLBBS provides a high quality of education in wooden boat building, demonstrating superior craftsmanship.”
Thomas M. Mertaugh, owner Classic and Antique Boats, Ltd.

“I was offered an apprenticeship at Chesapeake Bay Maritime Museum prior to graduating. My education and training at GLBBS were an excellent foundation for working on historic, large boats. The smaller class size and highly personal instruction have proven to be great advantages.” *Bud McIntire, Class of 2011*

“Excellent instruction fosters excellent students and GLBBS delivers on both, graduating the kind of students we look to hire.”
Steve Van Dam, Van Dam Boats



Guy Lombardo with George Reis,
inspecting *El Lagarto*.

Lake George Then:



Guy Lombardo's
Speedboat
Racing Stunt

Story & Photos: Anthony F. Hall

*Gar Wood and
George Reis
excepted, Gold
Cup racing
produced no
amateur racer
more famous than
Guy Lombardo,
the director of the
dance orchestra
at the Waldorf
Astoria Hotel in
New York City.*

Clearly, Lombardo was not ready to retire from racing. Sir Malcom Campbell in 1939. To succeed, Lombardo needed a new boat.

In the spring of 1949, Guy Lombardo paid a visit to Lake George, ostensibly to plan a record-breaking run from Lake George Village to Bolton Landing.

Lombardo won the 1946 Gold Cup race on the Detroit River in his *Tempo VI*, a 1934 hull with an engine that still qualified for Gold Cup racing according to the rules established in 1920. Bolton resident Melvin Crook described Lombardo's victory this way for *Yachting* magazine: "Lombardo finished by finding a good rhythm and conducted to a fine crescendo, rather like as if he were directing Ravel's Bolero." With a new engine Lombardo broke a world speed record for the mile in Miami in 1948.

Clearly, Lombardo was not ready to retire from racing. He hoped to break a speed record of 141.74 mph set by Sir Malcom Campbell in 1939, which his rival, racer Danny Foster, had tried and failed to do in 1946. To succeed, Lombardo needed a new boat, and a body of water suitable for record breaking speeds, or so he said. Lombardo was performing with his orchestra in Glens Falls that month; one day, he brought two of his brothers and some members of his band and his racing

crew to Lake George to see if it would be a good place to break Campbell's records. After inspecting water conditions, docking facilities and a probable course (a 10-mile, straight course from Lake George Village to Bolton Landing), Lombardo reportedly pronounced conditions ideal.

Henry Kaiser, who had built hundreds of ships during World War II, was supposedly paying for a new boat capable of great speeds for Lombardo to use to set the new world record. She was to be built by Ventnor Boat Works in Atlantic City, New Jersey, which also built Lombardo's *Tempo VI*. Kaiser, who had a summer home in Lake Placid, said that he wanted the record to be broken there. Lombardo claimed that if that was the case, he would bring *Tempo VI* to Lake George and, at the very least, break Gar Wood's 1932 record of 124.915 mph.

Lombardo, accompanied by Paul Lukaris and Harry Cohan, motored from Lake George Village to Bolton Landing, where they docked at George Reis' boathouse and where Lombardo, it was reported "matched nautical knowledge and swapped boating information" with Reis.

He hoped to break a speed record of 141.74 mph set by new boat, and a body of water suitable for record breaking speeds.

The photographs taken that day are apparently all that the visit produced. Boat racer and builder Bill Morgan says that to the best of his knowledge, Lombardo never returned, and that he certainly never attempted to break a world's record on Lake George.

Given the involvement of Paul Lukaris (who later promoted Diane Struble's swim of Lake George), Harry Cohan (who would become New York's boxing

commissioner) and the Lake George Chamber of Commerce, one can't help but assume that Lombardo's visit to the lake that day and his claim that he was considering coming to the lake later in the year to set a world's record were all part of a publicity stunt, useful for Lake George and for Lombardo himself, whose orchestra still had engagements in Glens Falls.

This article originally appeared in adirondackalmanack.com



adfields

OWATROL OIL TECHNOLOGY

DEKS OLJE®

D.1

D.2

Matte or Glossy finish.

For teak and other boating woods.

Proven for years from the fjords of Norway to the islands of the Caribbean.

DEKS OLJE® D.1/D.2 are trademark

DURIEU GROUPE

«The makers of Dekks Olje»

OWATROL COATINGS USA - 611 Phippen Waiters Road - Dania Beach - Florida 33004
www.deksolje.com - www.owatrol.com



Photos courtesy VisitLakeGeorge.com



Lake George Now:

*Gateway to the
Adirondacks and
still every bit the
summer sensation.*

Lake George, home of the Adirondack chair.

An Adirondack treasure, a fun-filled vacation spot... Lake George is the place to go when you want to do it all and do it in classic style.

Lake George, located in the foothills of the Adirondacks, is approximately 32 miles long and is nearly 3 miles wide. Much of the shoreline is unsettled, and through federal and state conservation efforts, will remain so. Small communities surround the lake, each lending its own unique style and way of life.



Of these, the village of Lake George offers the largest mix of attractions, restaurants, shops and nightlife. You can walk within a two-block radius and rent a boat, watch a war reenactment, relax on the beach, take a cruise, play miniature golf, parasail, hit the arcades, ride in a horse drawn carriage, have a cocktail overlooking the lake, or just relax on a bench and watch the world

go by. The variety of sounds, images and tastes are as varied as the people who flock to Lake George each year to enjoy a relaxed and fun-filled vacation.

There are numerous lodging options available within Lake George village, outside the village or in other nearby communities such as Diamond Point or the town of Bolton. Whether you like to drop anchor under the stars, relax by the hotel pool, or bunk with the kids in a rustic Adirondack cabin, you can find just the right place to call home during your time on and around the shores of Lake George.

New York State's beautiful, spring-fed glacial lake is sometimes referred to as the Queen of American Lakes. Lake George is renowned for its natural beauty and the important role it played in early American history.

Woodies Restorations

Russell Springs KY

866-921-BOAT

(2628)

Full or Partial Restorations

Hull and structural repair

Strip & refinish

Upholstery

Engine Rebuilds,
repairs, winterizing

Varnish maintenance coats

Mobile shop to go to the
boats that cannot be
transported.

Boat and Yacht maintenance
management and consulting



Over 60,000 repair
and maintenance
items &
accessories for
any age boat

Shore power,
Electrical and
Electronics

Water Sports Toys

Safety Equipment

Fishing, Anchoring & Docking

Trailering & Mooring covers
Steering, propellers

Trailers

Easy loader • Fast Load • Loadmaster • Load Right

Items for do-it-yourselfers

Lowest prices on stainless steel fasteners • Lowest prices on 3M 5200 •
Engine parts • Pettit, Interlux, Epifanes paints and varnishes • Awlgrip, Sea
Hawk, Pettit, Interlux bottom paints • West System Epoxy

•We ship to the Caribbean•

Pick up and delivery of your boat to 33 feet and 12,000 pounds.
Fully insured.

www.WoodiesRestorations.com

“Without comparison, the most beautiful water I ever saw.”
Thomas Jefferson on Lake George, May 1791

Lake George figured prominently during the early conflicts on the North American continent. It was the scene of major military actions during the French and Indian (Seven Years) War and the American Revolution.



Important forts were constructed on each end of the waterway during the French and Indian War. Fort William Henry on the southern end and Fort Carillon, later known as Fort Ticonderoga, on the northern end of the lake, each were the site of major battles during this bloody conflict.

Today, Lake George offers families and yachtsmen plenty to enjoy on and around the water. The area's boathouses are not to be missed; a quaint and classy addition to any protected, tideless waterway.

For more information on lodging, dining, events and activities or to request a free travel guide, contact the Lake George Area in New York's Adirondacks at 800-365-1050 ext. 5100, or visit visitlakegeorge.com



A Lake George Ins

Hibbard Hall es Corporation in 1928, boatyard that dated b southern end of Lake mountains, Hall's w boat aficionado Steve expanded services a facilities and crew, H



stitution: Halls' Boat

established Hall's Boat on the site of the old Harris back to 1908. Located at the George in the Adirondack was purchased by wooden Lamando in 2006. With and more fully developed Hall's services make it easy

for their clients to spend time on their boats.

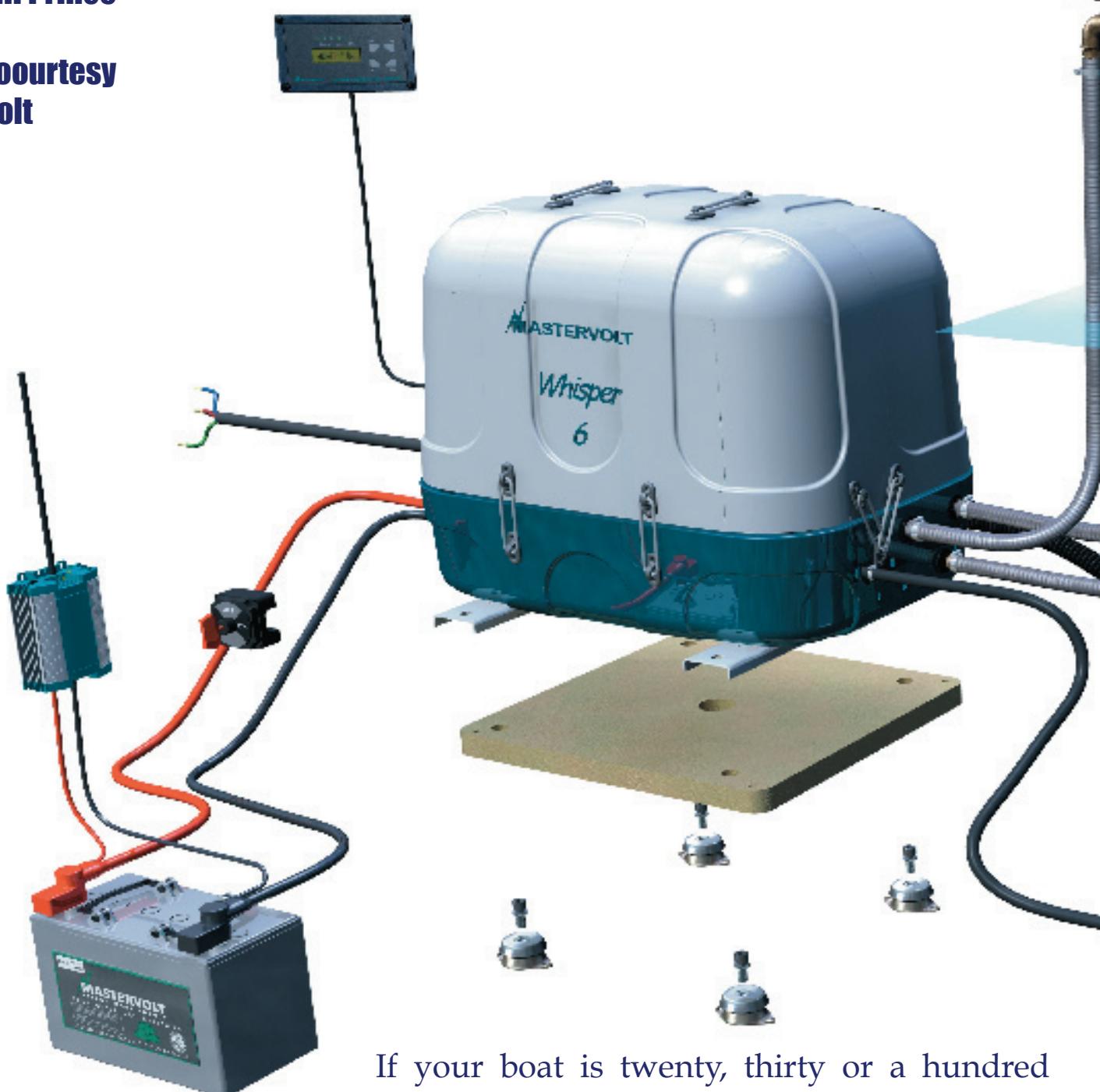
Today, Hall's operates a full service boatworks offering restoration and new construction, a boat sales team specializing in wooden runabouts, and a boating club providing concierge marine service and Adirondack-style lodging on site.



Power UP

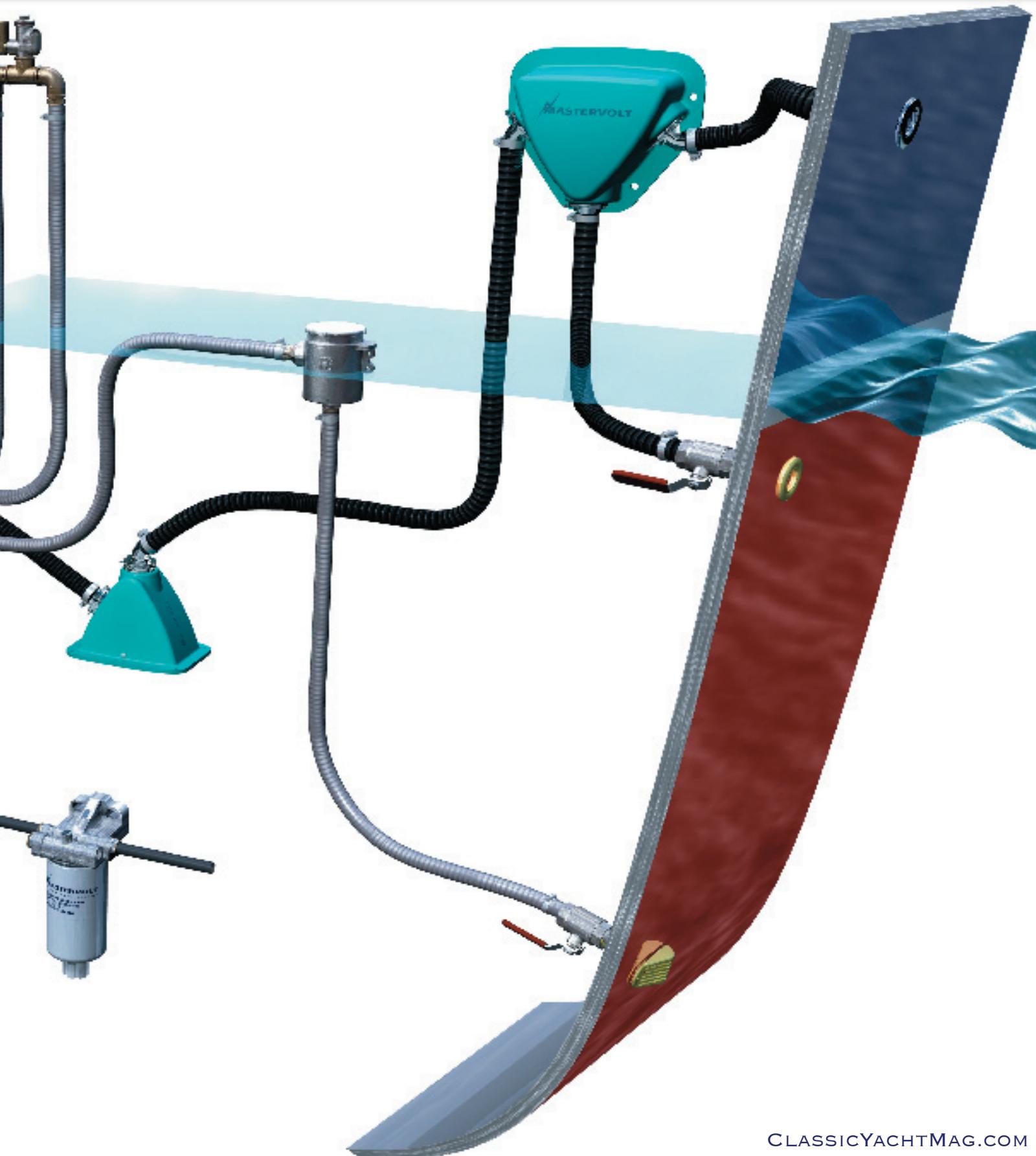
Story: Bill Prince

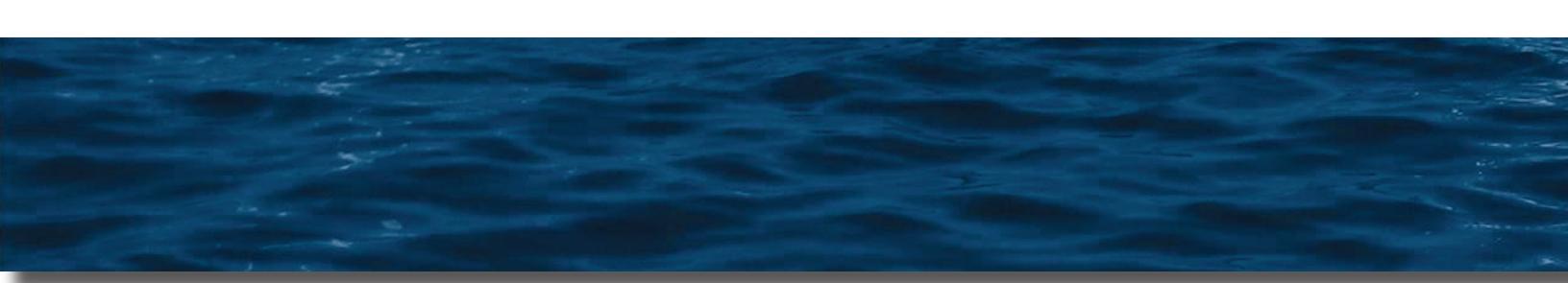
**Image courtesy
Mastervolt**



If your boat is twenty, thirty or a hundred years old it was launched with far fewer creature comforts than all the modern vessels seem to have. With every new iPod and E-series chartplotter comes an incremental need for electrical power onboard.

Installing a new genset in an older boat.





Whether your boat needs a replacement generator or its first onboard AC powerplant, consider the benefits and attributes of today's gensets before you plunk down the dollars and begin drilling holes near the waterline.

Providing enough power for all the modern creature comforts that migrate onboard even the saltiest vessel requires more than a typical 12 or 24-volt battery system can handle. At some point onboard AC power becomes a requirement. In the small spaces onboard many classic boats, a compact and quiet generator is the answer. The latest crop of gensets has become ever more silent and small while providing "cleaner" power all day long.

Gas or Diesel?

While gasoline-powered gensets can be less expensive up front and diesels more fuel efficient, the choice of fuel is really dictated by the boat's motive power. Simply put, it is highly recommended you install a

gasoline genset in a petrol-powered boat and an oil-burner in a boat with a diesel propulsion engine. Diesel engines also substantially cut the risk of toxic emissions, as gensets are often run while crewmembers sleep. Who hasn't found themselves in a crowded anchorage, next to the guy who's got his generator running all night?

Increasingly, diesel powerplants are offered in super-compact sizes for installation in the smallest vessels requiring onboard alternating current. Companies like Kilopak, Mastervolt, Northern Lights and Westerbeke are a few of the modern suppliers with a range of gensets to suit every application. Most modern gens are available with thoroughly-engineered sound enclosures that muffle the engine noise to a great degree.

Modern Ease of Operation

In years past I've taken many trips down to a tight, hot engine room in order to fire up a genset.

Even a small gen will weigh a couple hundred pounds and you want to think about your boat's static trim and overall stability before drilling any big holes.

Fortunately, those days are gone as most manufacturers provide remote electronic controls as an additional way to control the AC from the helm or saloon. One good example is Mastervolt's modern Digital Diesel Control System. DDC includes a central control unit and a panel on the gen itself, along with a second remote panel mounted just about wherever you want it. A plug-in cable slings the data between the remote panel and the central control unit.

DDC's day-to-day operation is simple. One quick push on the start button gets the ignition procedure kicked off. A display on the panel communicates each step, and the whole shebang can be snuffed out with one touch on the stop button. While the genset is operating you'll get a real-time display of electrical output and load. A quick scroll through the display's menu will give engine diagnostics and historical data. In the event of some failure the computer will shut the engine down before any real damage is inflicted.

Installing a new genset in an old boat

Consider the following before installing a new gen in your family's floating heirloom: Where is the safest, most stable spot to install the unit? Even a small gen will weigh a couple hundred pounds and you want to think about your boat's static trim and overall stability before drilling any big holes. Be sure you can install and access fuel, electrical and water-cooling connections easily. Consider how you'll plumb the fuel supply, whether it will draw from your primary fuel tank(s) or a new one. The through-hull fittings need to be quickly accessed in an emergency, too. If you plan to do all the work yourself, consider the proximity of the nearest dealer for the inevitable questions and replacement parts.

Whether you install a new generator yourself or have a yard do it, it will transform life onboard your boat and provide all the juice you need for the i-This and e-That gadgets that hadn't been invented when your boat first hit the high seas.

ACROSS THE POND



**Story and Photos:
Emma Slater**

Preparing your boat for any period of standing or floating idle need not cost a lot but it's well worth the effort.

The best way to winterize a boat is to use it. A boat is designed to move - and it contains a multitude of systems that also

hate inactivity - particularly the engine. Diesel engines are complicated, costly and absolutely vital for safety and enjoyment. Your boat's engine(s) and associated fuel, cooling, exhaust and electrical systems must be understood and looked after. If done conscientiously



Winterizing Your Boat

the modern high-performance diesel, when fitted in a cruiser, will almost certainly last the lifetime of the boat. There are plenty of other items that would benefit from winterization but if you only do one thing, do it on the engine.

Why not get yourself trained? The RYA diesel engine course is usually offered as a one-day training session and will go through a detailed DIY diesel winterization. Also, the RYA Day Skipper course covers enough diesel engine basics to get you well on the way to winterizing your own engine.

Dry-stacking and marina berthing make year-round boating practical but, for both cost and safety reasons, owners should still be aware of the effects of freezing temperatures on engines and other systems, plus simple ways to prevent condensation, mold and corrosion throughout the boat – wherever it spends the winter.

Getting started

There are four possible stages to

winterizing any part of the boat and it's worth making a checklist to prevent foul-ups. Assuming your boat is being hauled out in autumn and re-launched in spring there may be jobs to do before and after both those events. Before you haul out you should fill your fuel tank to the brim to prevent condensation, which in turn prevents the growth of diesel bug.

However, before you top up your tank – a process that stirs the contents around quite a bit – it's a good opportunity to use a bit of fuel treatment to kill off any diesel bug that might already be in the tank.

General engine cleaning and observation should be first on the list of things to do. Shine plenty of light, use a mirror on a stick or a digital camera to see under and behind things – especially all the elements of the exhaust. Once you've finished changing oil, filters and coolant, dry the bilges completely beneath the engine. Paint them white to highlight any leaks and drips in the future.

ACROSS THE POND

Fuel system

As mentioned already, it's a good idea to fill your diesel tank to the brim over winter. Diesel doesn't go stale (unlike gasoline) provided that the fuel has no 'bio' content, and if there's no space for condensation, there's less chance diesel bug will grow and thrive.

Replace your fuel filters every season, and every three seasons (assuming there's been no malfunction) open the main tank's inspection hatch and consider getting it drained and cleaned. Check the flexible fuel hoses for bulging, cracks and drips; the solid fuel pipes for leaks and stress. Lift-pump strainers can usually be visually checked and/or cleaned.

Lubrication

Change the engine oil and replace the oil filter before leaving your boat for the winter. Leaving the old oil contaminated with the acidic by-products of combustion inside the engine block will shorten the engine's life. And while repairs to auxiliary components won't necessarily break the budget, a neglected oil system will cause expensive damage.

Most experts recommend doing the oil change afloat before hauling out. Run the engine to normal operating temperature to fully liquefy and de-sludge all the oil, then unscrew the sump plug or insert a pump tube down



A career
is a journey of
many steps.

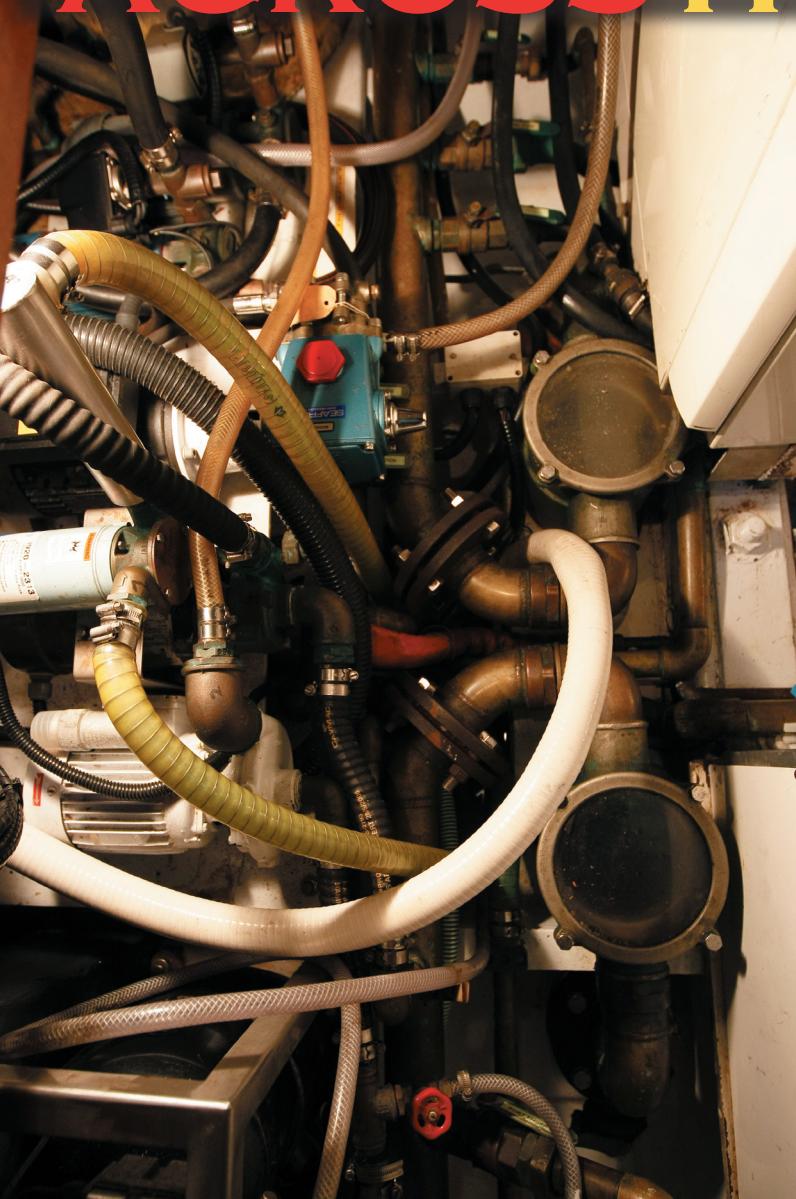
Take your first
one here.



The Michigan School
of Boat Building & Marine Technology

www.themichiganschool.org

ACROSS THE POND



the dipstick nozzle. Either way spillage is likely, so line the bilge around the engine with as much newspaper or as many old rags as you can spare. Re-fill with the correct grade of oil as per the instructions in your manual.

Diesel expert and author Tim Bartlett says once you've changed oil and filter,

run the engine and check for leaks around the filter. 'Even if no leaks appear, check the oil level and top it up, because some oil will be retained in the filter.'

Before leaving the boat ashore in the autumn, experts recommend checking the gearbox or outdrive oil and replacing if it looks cloudy or milky.

Cooling systems

Most diesel engines use a combination of raw water and freshwater cooling – both of which need attention when winterizing. Tim Bartlett recommends draining the cooling system before hauling out in autumn, by disconnecting a hose from the circulating pump (unless there is a dedicated tap or plug), then refilling with a strong solution of fresh antifreeze. Run the engine to fully circulate the new solution. Simply draining the system is unlikely to remove all the water inside, which may then freeze and cause damage over the winter.

Once out of the water, clean the raw-water strainer and flush the raw water system. This is not an easy task as it involves diverting the raw-water intake to a bucket or barrel of fresh water, then



firing up the engine on land. However, bear in mind that the raw water system ends up in the exhaust where the heat combines with the salt in the raw water to make a highly corrosive mixture. Flushing this out is good for the system.

Finally, remove the raw-water impeller and replace in spring. Leaving it over winter will deform and potentially damage it. And keep up to date with any pencil anodes that need changing.

Refer to the manual for service intervals.

Every three seasons or so it may be wise to look at the tube stack inside the heat exchanger. Blockages here reduce the engine's ability to cool itself. Also, the thermostat should be cleaned, examined and tested periodically.

Air intake and exhaust

Check the air intake filter for dirt

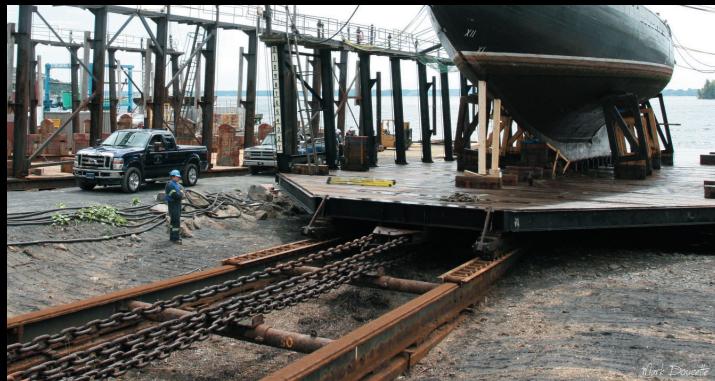


LUNENBURG SHIYARD ALLIANCE

A proud sponsor of the Antigua Classic Yacht Regatta, Concours d'Elegance



The Lunenburg Shipyard Alliance offers an impressive array of marine industry services, ranging from classic yacht restorations, to custom new builds in power and sail up to 160' long.



ACROSS THE POND

and blockages. Some filters have elements that can be washed and others that are disposable. Many experts recommend removing the filter once ashore in the autumn and stuffing the intake with an oily rag to prevent rust inside.

Some also recommend squirting a little oil into the intake and turning over the engine (without starting) to distribute it over the cylinder walls.

If your boat has an anti-siphon valve, try and flush it with fresh water. If this valve fails at sea, raw water can flood the cylinders and ruin the engine. Before leaving the boat ashore in autumn, plug the exhaust with an oily rag to keep air and moisture (and rust) out.

Batteries

If possible, keep batteries warm and dry over the winter, fully charged or topped up at least every four to six weeks. Batteries left uncharged for long periods may need to be replaced completely.

For those unable to remove batteries, the best advice is to leave them fully

topped up and regularly recharged, as full batteries are less likely to freeze in sub-zero temperatures. Disconnect the batteries from the rest of the electrical system and clean and grease the terminals.

Before leaving the boat in the autumn, relax or remove all belts and protect the drive wheels. Rust on these can chew up a belt very quickly in the new season.

Preventative maintenance

It's a good idea to paint the essential DIY points of your engine a different color - bleed points in the fuel system, the thermostat location, the oil filter, the raw water impeller etc. - to remind you where they are and prompt you to check them all each season.

Leisure boat owners spend, on average, 10% of the value of their boat annually on insurance, moorings and maintenance, of which, maintenance is the main variable cost. So it's tempting to think that if you've had a cheap season with few breakages, you could bank the saved cash. Consider



instead investing in preventative maintenance: service, restore, repair or replace or simply add to your toolkit.

Hull fittings

Anodes - if your hull, shaft and engine anodes are all completely intact at the end of the season, you're either lucky or they're not properly bonded. Get the system checked.

Seacocks - these can only be fully checked, cleaned and serviced out of the water.

Salt deposits - wherever they accumulate, get them off as soon as possible! And consider yourself lucky if you keep your boat in fresh water.

Find out more at www.rya.org.uk

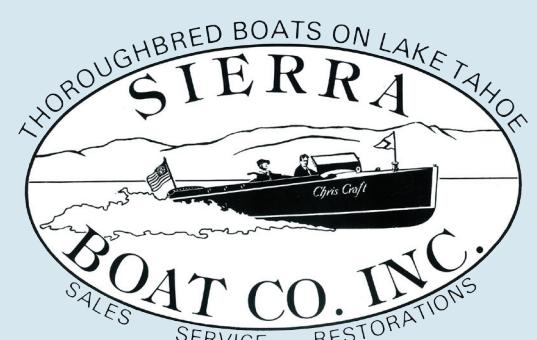
Your Riva Connection

With over 60 combined years of experience with Rivas, why would you go anywhere else?

Parts, Service, Brokerage



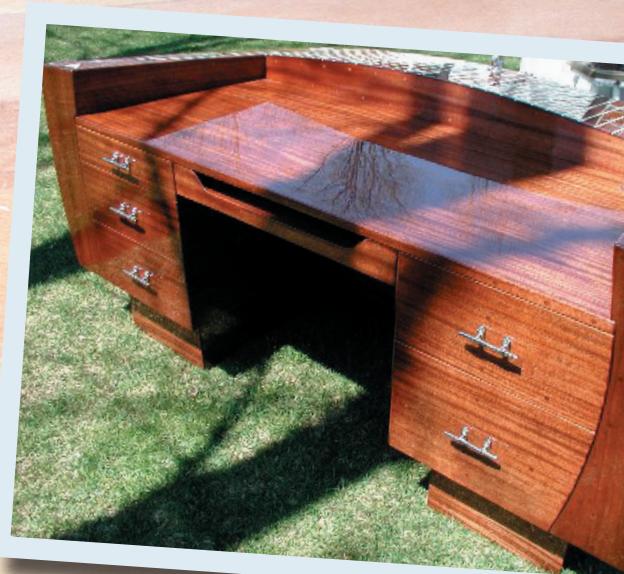
Alan Weinstein 954-609-6485
tlviking@aol.com
www.rivaguru.com



Herb Hall 530-546-2551
herb@sierraboat.com
www.sierraboat.com

Unlimited IDEAS

Dave and Scott Wrzesinski
boatbuilding business



Story: Will Russell
Photos: Tim Lukasavitz

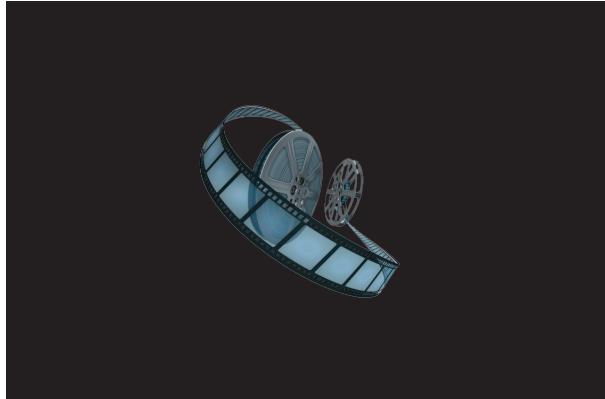
are expanding **Marine Services Unlimited**, their custom services, to include fine nautical furniture and accessories.



Dave has been described by one of his clients as “to boat building what Stradivarius was to violins.” High praise, indeed.

Houghton Lake, Michigan - Dave Wrzesinski has built or restored over 150 boats over the past thirty years, most of them on the shores of Houghton Lake, a body of water extending almost nine miles from north to south, and five miles across central Michigan. Dave's son Scott grew up around the boat shop, called Marine Services Unlimited. He's returned to it after serving four years on a U.S. Navy submarine to work alongside his father as they expand their business beyond boatbuilding and restoration to include what may be the nicest custom nautical furniture produced today.

Dave's boatbuilding pedigree is increasingly well known in the Great Lakes and further afield. He restored a 1929 gentlemen's racer, *2nd Winn*, a few years back for an owner who wanted a completely modern restoration which would at the same time respect the history of the boat. Lengthening the cockpit by six inches and crafting an all new Philippine mahogany deck, the boat



returned to service in grand style (the before and after pics are on the preceding page). Dave has been described by one of his clients as “to boat building what Stradivarius was to violins.” High praise, indeed.

But Dave and Scott recognize that the pace of new boat construction and restorations has slowed, even though the passion for classic boats continues to grow. To address these two differing trends they have decided to expand their services into world-class (and totally unique) nautical furniture while maintaining the level of restoration and new-boat construction they are





comfortable with. The first two pieces of custom furniture, a desk and a loveseat, are built just like the wooden boats they mimic.

The desks are simply a sight to behold, as they're constructed using the same materials, hardware and techniques required to build a world-class custom wooden boat. And while they look like something out of the 1930s or 1940s (complete with thru-hull exhaust, tow eye, rubrails, boot



stripe and bottom paint), Dave and Scott have added a handful of modern touches behind the scenes. The desks are pre-wired for computer and



iPod connections. What look like traditional instrument panel gauges above the workspace are really a clock, thermometer and barometer. The drawers have top-quality runners that prevent them from ever slamming shut.

If only some of the real classic boats were built this well “back in the day”!

The accompanying loveseat matches the transom and sheer contours of the desk and makes an ideal twin in any true



enthusiast's office. One loveseat customer even requested that a 'La-Z-Boy' recliner mechanism be hidden within the wood 'hull', a feat

Dave and Scott were able to accomplish due in no small part to their long experience in custom boatbuilding.

Dave and Scott can even build furniture to perfectly replicate your own boat, all with the same quality epoxy, varnish and hardware of their newest launches. Beyond the large furniture, the



father and son team are also building children's toy chests and serving trays. The toy chests can be delivered with a boy or girl's name emblazoned across the tiny transom, in a wide variety of colors. The serving trays are built with your own boat name or the logo of your choice embedded in hand-selected mahogany, made to resemble the decks of the venerable runabouts of yore. Ideal for home and the boat, the trays can be customized to suit your

own boat as well. Boat, desk, chest or tray, Marine Services Unlimited has the ability to fulfill your need.

marineserviceunlimited.com



THE NEW HOME OF YACHTING ONLINE - A GLOBAL YACHTING COMMUNITY



CREW - LUXURY YACHTS - YACHT RACING - NEWS & INFORMATION

MODEL HISTORY

Hinckley Sou'Wester 42



The Hinckley Sou'Wester 42 has a reputation for combining cruising comfort, racing competence and a ruggedness rarely found on such an elegant mid-sized sailing yacht. Whether your desire is to actively compete in weekend races, or simply to enjoy extended pleasure cruises with family and friends, the Hinckley Sou'wester 42 (in MKI and MKII guise) offers everything you demand in a high-performance sailing yacht.

With a textbook cruising layout, her 2-cabin arrangement includes a galley aft,

near the companionway, and a forward-facing nav desk opposite the galley. A U-shaped settee fills the port half of the saloon with a 6'6" watch berth to starboard. Her single head is tight, with no stall shower, but that's one result of building a cruising boat inside a relatively slender slippery hull form.

The MKII 42s DualGuard composite hull is strong and light, creating a

WALCZAK YACHT BROKERAGE

"CHANCE" 2009 72' VICEM FLYBRIDGE CLASSIC



Fully found, serviced and turn-key example of this special cruising yacht now offered for sale.
Maintained to the highest yacht standards and turn-key in every respect.

- Stabilized
- Bow and Stern Thrusters
- Dinghy Lift Swim Deck
- Boat Trades Encouraged
- Twin Generators
- 3 Staterooms Plus Crew
- Easy to see in Annapolis, MD
- \$2,985,000

Contact Central Agent Chris Buchholster at 443.926.1278 or chris@walczakyacht.com

**Our Brokers
Get Results!**



Visit our web site for Chesapeake Bay updates:
www.walczakyacht.com

Chris Buchholster
Cell: 443-926-1278
Chris@Walczakyacht.com

Mark Farber
Cell: 410-980-5164
Mark@Walczakyacht.com

Frank Gary
Cell: 410-783-4077
Frank@Walczakyacht.com

Bill Walczak
Cell: 410-353-4712
WalczakYacht@yahoo.com

Randy Wellerholster
Cell: 917-478-4944
Randy@Walczakyacht.com

Hinckley Sou'wester 42

LOA: 42'9" (13.0m)
Beam: 12'6" (3.8m)
Draft: 7'0" (2.1m)

Displacement: 24,000 lbs. (10,886 kg)

Fuel: 60 gal. (227L)

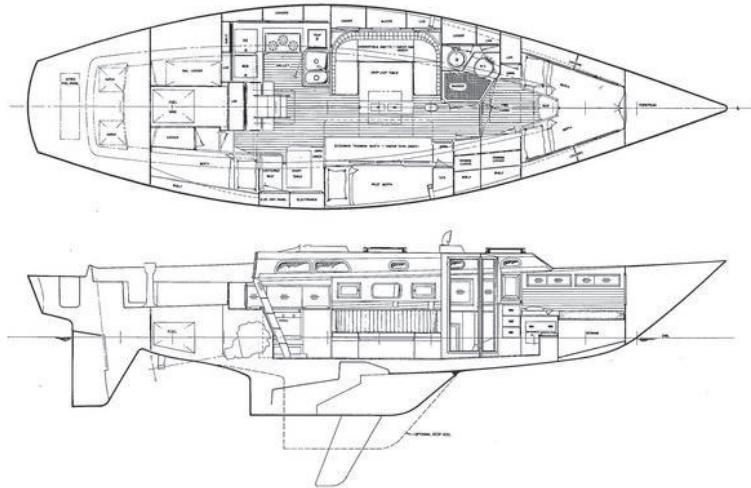
Water: 200 gal. (757L)

Designer: McCurdy & Rhodes



level of security and maneuverability appreciated by novices and experienced sailors alike. And the elegance of the Hinckley's classic lines, drawn by niche design office McCurdy & Rhodes, are admired by just about everyone who sees her slip through a harbor.

At this writing, six Sou'Wester 42s are listed for sale on Yachtworld.com. They range from a 1983 MKI located in Shelter Island, New York (asking \$275,000) to a 1989 MKII located in Portsmouth, Rhode Island, asking \$335,000. Not inexpensive, but these yachts are quality heirlooms which can be passed from one generation to another.



- ✓ Agreed Value
- ✓ Fast Claim Service
- ✓ Tailored Coverage
- ✓ Highest Pollution Coverage
- ✓ Best Towing Coverage
- ✓ Live aboard Coverage



- ✓ Low Premiums
- ✓ Best Customer Service
- ✓ Best Salvage Coverage
- ✓ Highest Medical Pay
- ✓ Highest Personal Effects
- ✓ No Depreciation on new canvas, upholstery or sails for 5 years

CLASSIC BOATS? YES! YOU NAME IT, WE INSURE IT

★ Abeking & Rasmussen
★ A.C.F.
★ Alberg
★ Alden
★ Angelman
★ Colin Archer
★ Aristocraft
★ Atkin
★ Barbour
★ Beetle
★ Belle Isle
★ Benford
★ Bertram
★ Besotes
★ Blanchard
★ Boston Whaler
★ Brewer
★ Brownell
★ Burger
★ W. S. Burgess
★ Wm. Burgess
★ Butler

★ Carver
★ Casey
★ Century
★ Chapelle
★ Cheoy Lee
★ Chetek
★ Chris-Craft
★ Colonial
★ Concordia Co.
★ Consolidated
★ Correct-Craft
★ C. Crane
★ S. Crocker
★ Crosby
★ Crowninshield
★ Cruisalong
★ Dawn
★ Derektor
★ Dickerson
★ Ditchburn
★ Dodge
★ Donzi
★ Dunphy

★ Egg Harbor
★ Elco
★ Century
★ Eldredge-McGinnis
★ Fairliner
★ Falls Flier
★ Fay & Bowen
★ Feadship
★ Fife
★ Fish Bros.
★ Gamage
★ Gardner
★ GarWood
★ Laurent Giles
★ Gilmer
★ Glaspar
★ Glastron
★ Glen L
★ Goudy & Stevens
★ Grady White
★ Granby
★ Grand Craft
★ Grand Banks
★ Greavette

★ Hacker
★ Hand
★ Hanna
★ L. F. Herreshoff
★ N.G. Herreshoff
★ Lyle Hess
★ Higgins
★ Hinckley
★ Hoddon Bros.
★ Hood
★ Huckins
★ C. R. Hunt
★ Hubert Johnson
★ Hutchison
★ Lone Star
★ Mercury
★ Morton Johnson
★ Palmer Johnson
★ Kettenburg
★ Knutson
★ Lawley
★ Luders
★ Luhr's

★ Paul Luke
★ Lyman
★ Mackenzie
★ Mason
★ Matthews
★ Minett
★ Minett-Shields
★ E.Monk
★ Monterey
★ Moody
★ Morse
★ Murphy
★ Nichols
★ Aage Nielsen
★ Nevins
★ Old Town
★ Olsen
★ George Owen
★ Owens
★ Pacemaker
★ F. Paine
★ Palmer Scott

★ Pembroke
★ Penbo
★ Penn Yann
★ Murray Peterson
★ Post
★ Nick Potter
★ Phil Rhodes
★ Rice Bros.
★ Richardson
★ Riva
★ Arthur Robb
★ Rybovich
★ Sea Sled
★ Sea Lion
★ Shepherd
★ Shields
★ Edwin Shock, Jr.
★ Skiff-Craft
★ Slickcraft
★ Speedliner
★ S&S
★ Stadel

★ Olin Stephens
★ Sweisguth
★ Thompson
★ Tollycraft
★ Bill Tripp
★ Trojan
★ Trumpy
★ Ulrichsen
★ Van Dam
★ Viking
★ Walsteds
★ W. Warner
★ Watson
★ Wheeler
★ Whirlwind
★ White
★ F. Williams
★ Winner
★ Witholz
★ Wizard
★ Wolverine
★ Yellow Jacket

If your boat isn't on this list, or it is and you're not insured with us now, you're not getting the best classic boat coverage value available.

At HERITAGE you will meet a knowledgeable staff and experience superior service.

Contact us for a quote www.heritagemarineinsurance.com

1.800.959.3047

Four Saturday

Story & Photos: Bob Sloboda

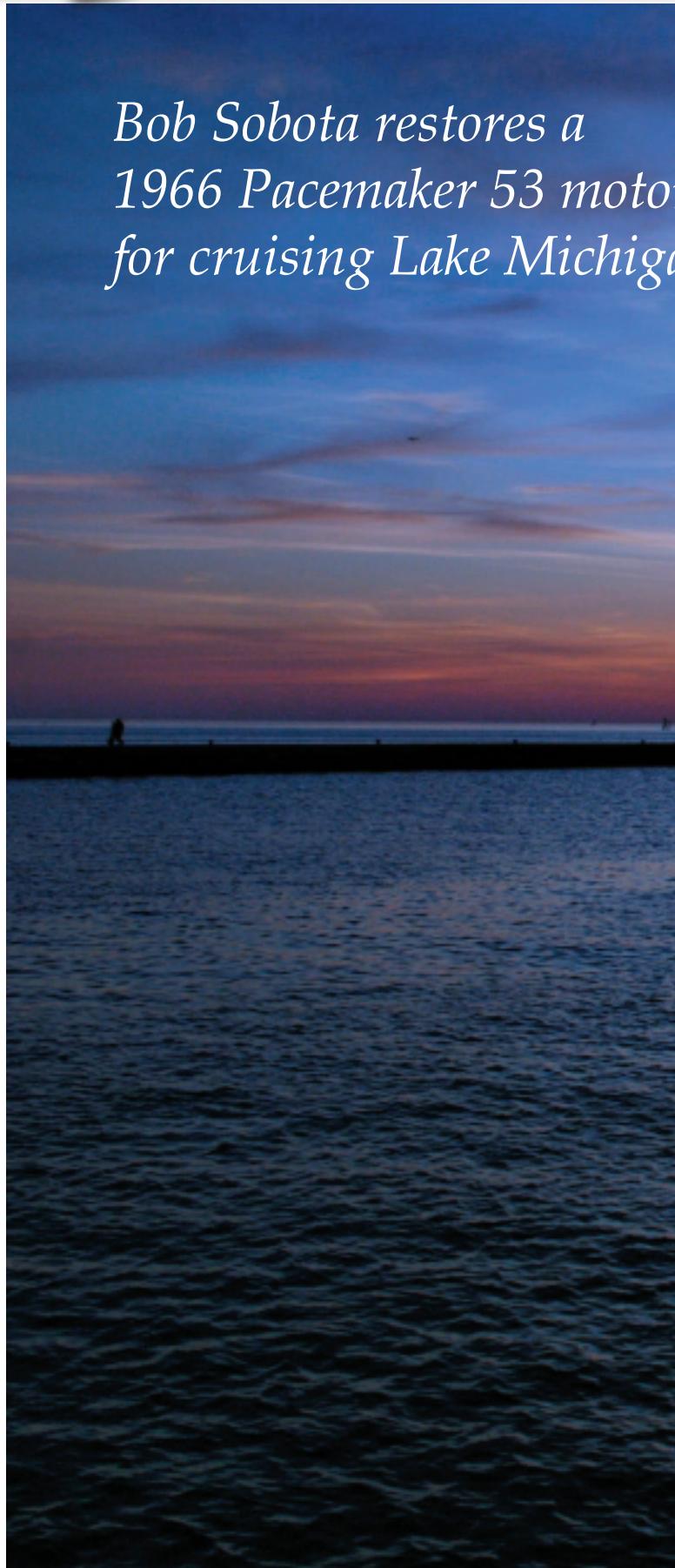
Purists, beware...but please don't judge me too harshly.

My name is Bob and I believe what I did was turn lemons into lemonade, and a 1966 Pacemaker 53 Flushdeck Motoryacht came along for the ride.

In late 2009 and 2010, my business as a sign maker was suffering right along with my loyal clients during the Great Recession. None were purchasing new vehicles, expanding their territories, or pursuing new ventures. However, I'm not one to sit around. I had to have something to keep me busy.

I had always dreamed of having a large boat to enjoy on the Great Lakes, but had never before strayed beyond personal watercraft or borrowing a friend's pontoon boat for a day. This was all due to change when I got the epiphany to restore an old wooden boat.

Bob Sloboda restores a 1966 Pacemaker 53 motor yacht for cruising Lake Michigan.



2days

ryacht
an





I figured that, hey, how hard could it be? Fix the broken stuff, replace the rotten stuff and you'll be in the yacht club.

Armed with a need for something to do, a small amount of money and a barrelful of stupidity I purchased for a very small price-via an online auction site-the aforementioned Pacemaker located in Afton, Minnesota. The vessel had the entire hull, keel and structure repaired by a previous owner in 2004/2005 at a cost of over \$200,000, and it boasted two Detroit Diesel 8V71s with less than 2200 hours

from new, mated to a pair of Twin Disc Transmissions.

But the topsides were a mess. It had been out of the water, uncovered, for a year and a half. Water had infiltrated numerous areas around the salon windows and decks, and rot was everywhere. Even though most of the freeboard was solid, many areas would need to be replaced. The decks had deteriorated to a mushy mess. The interior was dark, smelly, wet, and, oh, did I mention?... smelly. But, I saw potential.



Because of her size, though (59' LOA, 16'6" beam, 22' tall out of the water), shipping by truck wasn't possible. It took a few weekends to temporarily caulk the 2000' of hull seams and to check over the engines and electrical, but with the cooperation of my pregnant wife Stacy, son Dominic, and a number of mechanically inclined friends, we decided to make the trip to Southwest Michigan from the St. Croix River in Minnesota, down the Mississippi, up the Illinois River, and across Lake Michigan... in a rotting, stinking, untested vessel

that had not seen the water in a long time. Actually, on the voyage, we had nicknamed her "A River Runs Through It."

Despite some trials we made the 1,100 nautical mile trip safely. Not in glamorous fashion, mind you, but we made it. As we arrived in St. Joseph, Michigan, to Harbor Isle Marina, the service techs were certain that what had just arrived would never depart from the 'graveyard' area of the storage yard where they set it to rest.



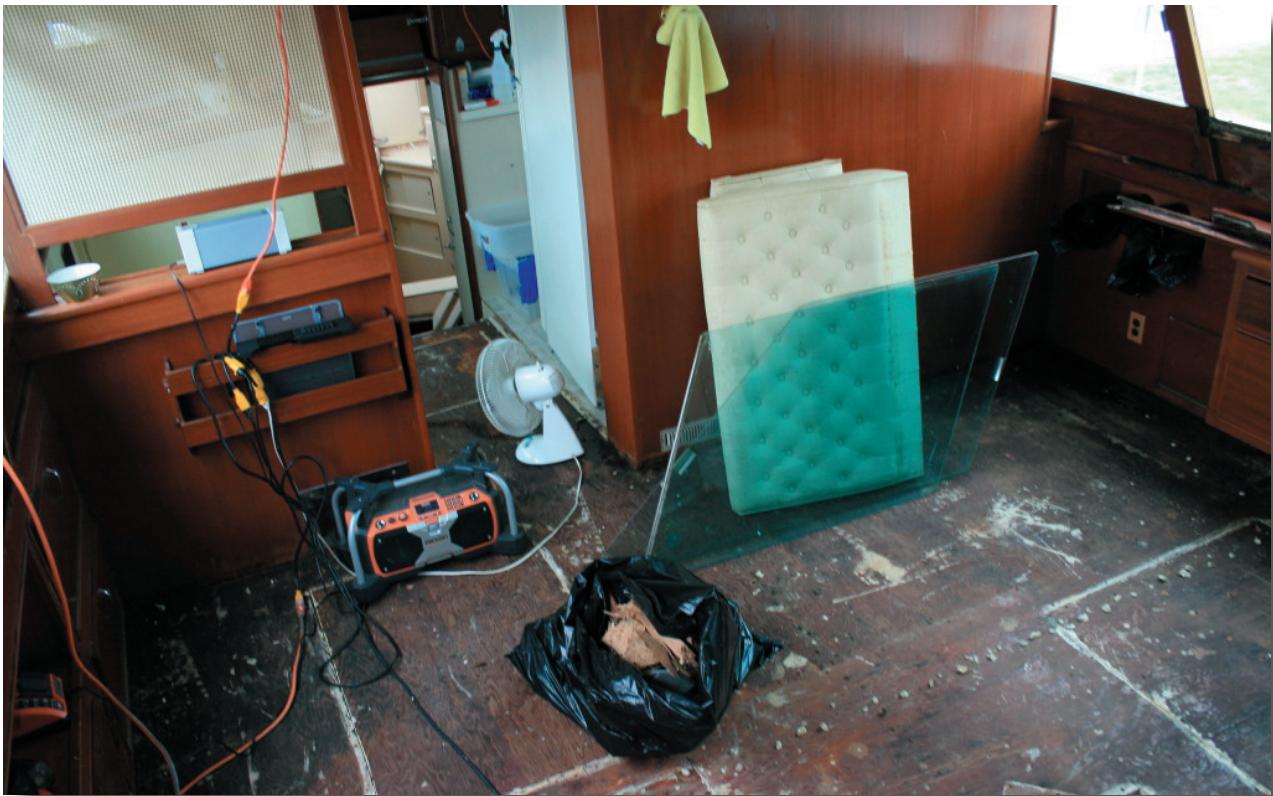
YOU CAN CARVE WOOD.
OR YOU CAN
CARVE OUT A CAREER.

The IYRS Boatbuilding & Restoration Program immerses students in an environment where creativity, teamwork, a first-rate faculty and a culture of craftsmanship produce professionals who are ready to make a contribution – and a difference – to the marine industry. That's why IYRS is the first place boatbuilders look for their next employees.

To learn more, visit IYRS.org

International Yacht Restoration School
449 Thames St. Newport, RI 02840
401-848-5777 x 203



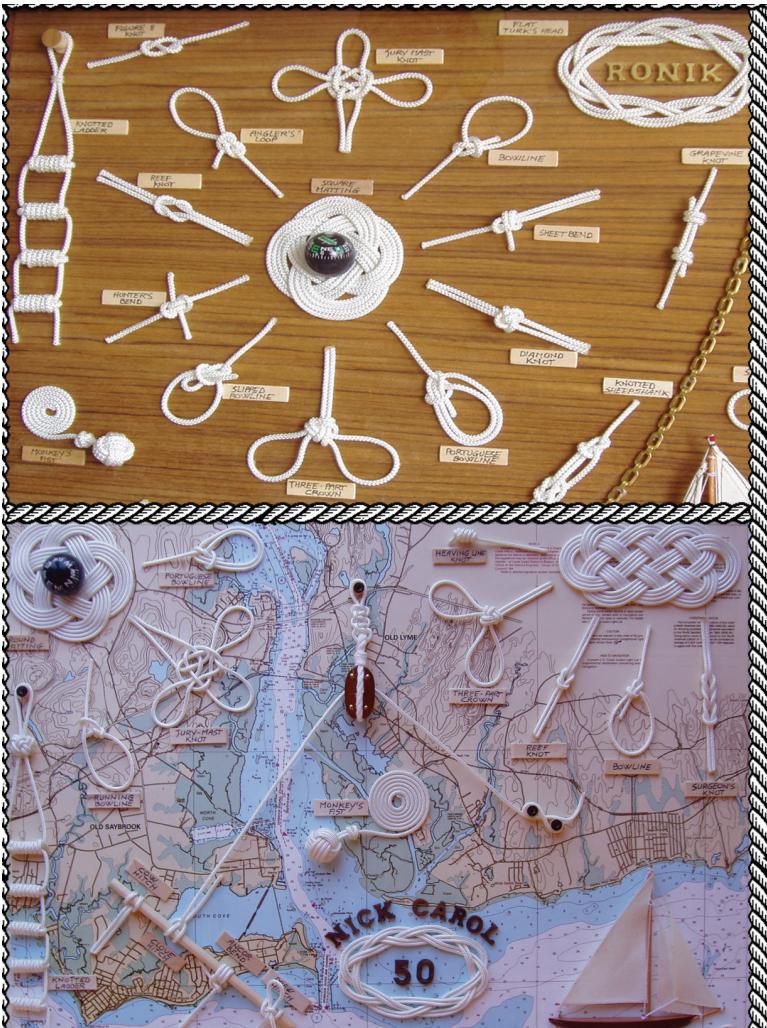


However, after a year and a half and 2,200 hours of full time labor later, we re-launched her in September of 2011.

To date, I have spent 2,700-2,800 hours on the boat, but am quite pleased with her transformation. I know that the purists will not agree with some of the work that I've done, but I'm not tremendously concerned. I did not have the deep pockets to restore her to original form, but I had barrels of elbow

grease and woodworking experience to transform into what, I believe, is a resto-mod: a vessel with classic lines, but with a large dose of modern usability and style.

The hull was stripped to bare wood, the rotted carvel planks replaced, and sealed with clear penetrating epoxy sealer before the dark blue polyurethane paint. I replaced the rotted decks, which were then reinforced with an additional



Nautical Rope Design

*The perfect original gift
for your friends and family
Proudly Hand made in USA*

“Custom made knot board”

“Dog leash (US Patent n. D5032495)”

“Custom made nautical rugs”

“Floating keychain”

“Nautical jewelry”

“Table set”

“Wine stopper”

“Come and check us out at...”

www.maxavenia.com

860.559.9109

Old Saybrook, CT 06475

We ship nationwide



layer of 6mm Hydrotech plywood, sealed with heavy duty fiberglass cloth and six coats of epoxy. New stainless handrails were installed on the upper and middle deck, as well as the aft skirting. The original transom was stripped, and the two small ports in the upper transom were replaced with three large, new windows. Ten new, larger, modern windows in the salon/galley level replaced the rotting mess after rebuilding the entire area.

The interior, as mentioned, was a mess. So I started over. It was stripped bare, and rebuilt to what I wanted: a functional space with a current feel.

New Pex plumbing was installed, a whole new galley with maple cabinets, undercounter fridges, and solid surface countertops replaced the dark cave that previously existed. The salon now has an open, warm feel with maple walls and ceiling, a 55" LED flatscreen, and black leather seating. The sole was also replaced with my version of the classic: a mahogany and maple striped floor.

The lower aft living area was also stripped bare and rebuilt. Instead of two heads with cramped showers, I opted to redesign and rebuild them with one large shower in the main head and a more spacious master head. The



We do business differently



NorEast Marine Systems is a co-op of marine professionals who work all over the world. Whether you are looking to outfit a new boat or refit an old one, our goal is to be your complete marine systems resource company from stem to stern.

We offer system design, engineering and refits, have our own CAD department and provide access to the best technicians, carpenters and shipwrights. We can work directly for a boat owner or provide specialized services to a shipyard on commercial or recreational vessels, sail or power.

- ▼ ENGINEERING
- ▼ REFITS
- ▼ ELECTRONICS
- ▼ REFRIGERATION
- ▼ HEATING
- ▼ AIR CONDITIONING
- ▼ ELECTRICAL DESIGN
- ▼ CAD CAPABILITY
- ▼ CUSTOM CARPENTRY
- & INTERIORS
- ▼ PLUMBING
- ▼ WATER MAKERS

W O R L D W I D E

NOREASTMARINESYSTEMS.COM

1 ADAMS STREET | FAIRHAVEN, MASSACHUSETTS 02719

PHONE: 508.994.1781 | FAX: 508.994.1722

E-MAIL: INFO@NOREASTMARINESYSTEMS.COM



master stateroom now has a queen platform berth and dressing table with vessel sink, mahogany floors, maple walls and ceiling, and that beautiful view out of those three new transom windows.

The second stateroom received the same treatment with a bunk bed, new armoire and dresser. The forward stateroom, completed last winter, boasts a full closet, island bed and a new combination washer/dryer. All of the

lighting was replaced with new LEDs, which reduced energy consumption by 90%, while retaining all of the light output.

We have been living aboard her this year and last in Holland, Michigan, at Yacht Basin Marina. Even though some may not see the logic in my project, we get to enjoy one of the best views on Lake Macatawa with great neighbors, and, in my humble opinion, one of the most strikingly different vessels in the area.

Would I do it again? Probably not. A project of this magnitude can certainly cure you of seeking out future projects. But, undoubtedly, I'm glad that I was able to save a classic from eventual destruction. And even though I've decided to list it to sell with Galati Yacht Brokers to pursue some other goals, it helped me maintain my sanity through an economic downturn by keeping me busy, and giving my family an experience like few get to have.



SAFE OR SORRY



The Future





re of Life Jackets is Now



Story and Photos: Virgil Chambers

Wearing a comfortable, unobtrusive life jacket is what most boaters really want when it comes to personal safety aboard their craft. With the introduction of U.S. Coast Guard approved inflatables that opportunity is here. While inherently buoyant life jackets are more wearable than ever before, there is still resistance by some people to actually wear a life jacket. If you believe you really should wear a life jacket in a boat, (just like you wear a seat belt in a car), but you have yet to put that into practice, here is some information that may help you select the life jacket that you need to be comfortable and safe.

First of all, let's define what an inflatable life jacket is. When uninflated, these U.S. Coast Guard-approved devices can fit like a pair of pant suspenders or as a belt pack. They can be inflated

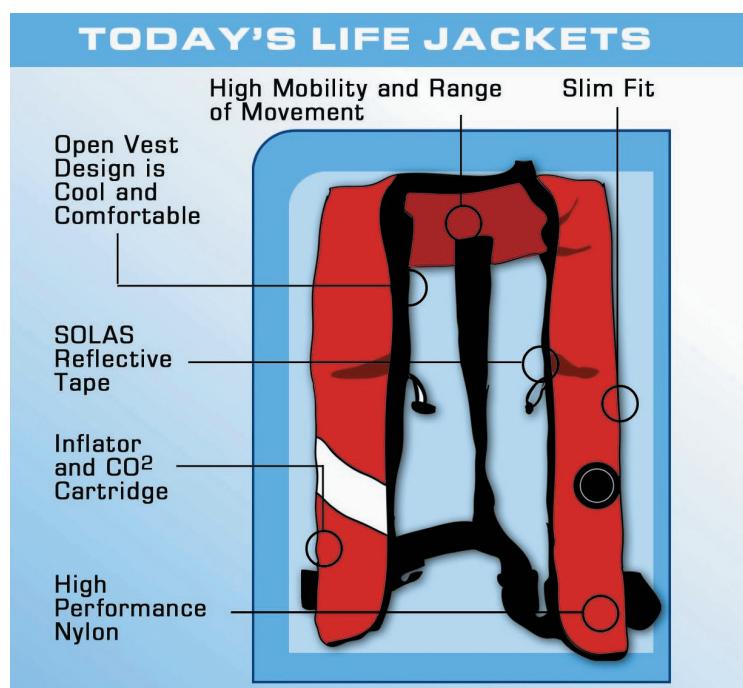
when needed by a CO2 cylinder, or by blowing them up orally. Some models offer automatic inflation. Inflatable life jackets are designed to meet the demands of a standard life jacket with maximum comfort and minimum bulk.

An automatic inflatable has a tablet on the inflation mechanism that dissolves when immersed in water. This causes the jacket to automatically inflate within seconds. A manual inflation system is triggered by a sharp tug on the inflation cord, similar to pulling a ripcord on a parachute. Pulling the inflation cord pierces the single use CO2 cylinder that is housed within the device causing it to inflate. An automatic device may also be inflated manually. All inflatables can be inflated at any time by using the oral tube.

SAFE OR SORRY

After the device has been inflated, the single use CO₂ cylinder must be replaced and the device must be repacked. Follow the instructions in the owner's manual, or have an experienced person show you how to repack it. Once re-armed and repacked, the device will work as well as when it was new. The device can be used over and over again for many years of continuous service.

There is a primary difference between the suspender style and the belt pack. This difference is not in function, but in what the user does after the device inflates. While the suspender style requires no further action by the wearer once it is inflated, the pouch or belt pack style requires the user to "don" the device by placing the inflated compartment over the person's head after the chamber is inflated. This is known as "secondary donning." The belt pack, which should be worn to the front of a person's body, opens after inflation into a traditional-looking "horse collar" style device. While the suspender also has this appearance, the suspender device is worn around the neck even while deflated. The belt pack inflates in front of the person and should be slipped over the head. A strap is available to secure it snuggly around the



neck and the belt pack's waist strap keeps it secured to the torso.

Major benefits include the comfort of these devices when uninflated, the ease of movement while in the device, and greater buoyancy in most devices when inflated. Comfort has been obtained by wearing the device uninflated and many devices provide a higher degree of flotation when the chamber is inflated. Because of this higher amount of buoyancy and the suspender-style design, the device will not only keep the wearer afloat in the face up position but will hold a person's face higher out of the water.



If I have to say there is any disadvantage to these devices, it would be that there is user responsibility in checking to make sure the device is armed (i.e. that the CO₂ cylinder has not been previously fired) and in making sure the capsule on the automatic inflatable model is intact. This will typically include a visual inspection of all the components of the device, and regular testing of the oral tube and inflatable cell for small holes. To check for holes, leave the device inflated overnight and check for leakage the next morning. You need not inflate the device with the CO₂ cylinder to do this, use the oral inflator. A leaking inflatable will not hold its firmness and should be replaced. Keep in mind that temperature will cause varying degrees of firmness over time. A device placed in the hot sun will stay firm, but a device placed in a cool area will feel less than full over time. You can also check for leaks by holding the section of the inflated device under water where you believe the leak is occurring.

If you do not use the CO₂ cylinder to inflate your device, the cylinder should last indefinitely. However, if rust develops on the cylinder, replace it. This is highly unlikely. I recommend



testing your cylinder mechanism by firing the cylinder once or twice a year. CO₂ cylinders come in various sizes containing varying amounts of CO₂ gas. Refer to your owner's manual or read the life jacket label to obtain the correct size of replacement cylinder to re-arm your device.

Just as you give routine maintenance to your fishing gear and boat, an inflatable device can be easily and routinely maintained.

Remember, inflatable life jackets are not suitable for all boating activities such as water skiing and whitewater paddling. Follow the instructions that come with your device and enjoy the freedom and safety wearing these devices bring. It is my prediction that the inflatable life jacket will be the jacket of choice for sailors, anglers and power boaters in the years to come.

For more information on how to choose the right life jacket, visit SafeBoatingCampaign.com.



THE LOG

I recently returned from our facility in North Carolina. James, our son, was at sailing camp there and I was in the shipyard. It has been quite a while since my last visit. It looked quiet on the outside but walking into the buildings was another story.

In the Myron building, there sat *Duchess*, a 1930, 50' Elco, stripped to the bone. And, in the JDW building there was *Angelus*, the 1969, 63' Trumpy yacht formerly known as *Showtime* and *Sinbad*, Contract 439, built for Fred H. Gordon Jr. *Angelus* is now owned by Ed Adler of Michigan. Ed has looked at every Trumpy on the market I think and loves to talk boats and knows what he likes and wants. We wondered if he would find that perfect Trumpy and finally he has.

This project involves undoing a lot

of poorly executed repairs. This was the same on *Duchess*, and on the Trumpy *Liberty*, our Florida project. It seems that good craftsmanship is getting harder and harder to come by.

We have a sign that hangs in one of our shops in North Carolina: "Good Enough Is Not Good Enough." It is particularly important that structural work is done right! Making these boats and yachts safe is the most important mission, in my opinion, because



Robert L.

*Insight from the travels of
wooden boat restorer Jim Moores*

Talent Lost, Tales Told

all that pretty interior and finish won't look that great if its under water.

For some people, owning a grand house or prestigious car is their dream. Mine was to build a shipyard. Seeing it realized and seeing two great American yachts undergoing restoration was to see a dream materialized in day light. Every time I'm at our North Carolina yard, I get that feeling. It's just that I had been away for too long.

There were new faces. Andrew Miller from Martha's Vineyard, who is talented woodworker. And Robert Hendley, who was a machinist and carpenter so boat building and all the things required in our work seemed to come naturally to him. I met Robert on a Wednesday. The next day, he called in that he wasn't feeling well.

When I arrived to work on Monday, I knew something was wrong. All eyes were welled up. Robert had passed away over the weekend. Over the next few days, I came to realize what a key role Robert played to our operation and how much he meant to everyone.

Though I barely had a chance to meet the man, I attended his services and wake. And I was deeply saddened by his death. My sadness came from not getting a chance to know this fine man



Hendley



THE LOG

*Mark has son
I just wished we h*

because I had been so busy in the last year. I only got to know more about him after his death. Earlier during my visit, I had captured Robert's kind smile while taking photos of the work that was being done on these projects.

If I thought this was going to be a vacation, Nate had other plans. We met with Churchill Hornstein, love that name, who is one of our suppliers. *Duchess* is planked out of eastern Atlantic cedar. Churchill is very knowledgeable when it comes to lumber. Ask him a question and he will tell you everything he knows and it can take quite a while.

One of the sawyers, Mark Patterson, has been a great help to us on many of our projects, such as *Summerwind*. And even on our own *Trumdy*. So when we wanted to go with 18- to 26-foot planks. Mark said, "No problem."

This would mean a road trip. Mark's sawmill is deep in the woods, on a site of an old waterwheel sawmill from the 1800s. Mark is a soft-spoken, Southern gentleman. His life has a beautiful simplicity. He lives next to his mill, with lakes and forests and his horses.

Mark is a good steward of the forest and he sees the importance of giving back to the land what you take from it. He sees the importance of what we do and that he plays a critical part in it.

Mark has some beautiful 300 to 600 year old cypress logs. I just wished we had a project that we could use this gorgeous wood.

December is just around the corner. If you are going to Ocean Reef, don't wait. I hear it's already booking up. We hope *Liberty* will be there. There is a new show featuring wooden boats, and antique and classic cars the weekend after Ocean Reef, on December 15. Winterfest, Fort Lauderdale's grand holiday boat parade spectacular, has asked us to curate a collection of antique and classic wooden boats this year.

The yachts will be kept together behind the historic Riverside Hotel, with free dockage on Friday and Saturday nights, and discounted rooms at the hotel. There will be a private cocktail reception on Friday and an awards breakfast on Sunday. Please contact Stephanie at 561-841-2235 if you are

*ne beautiful 300 to 600 year old cypress logs.
ad a project that we could use this gorgeous wood.*

interested. Spaces are limited. This will be a very exclusive show because there simply isn't that much room.

I have two last stories to share with you. I have been talking with Vince Daniello of "Yachting" magazine. He wanted to do a story about *Pilar*, Nate Smith's project at MMYC. The boat is now in Florida and I had been away so we gave the boat a good scrubbing down. The very next day, Vince showed up. It was time to fire up her motor. But when the key was turned, there was dead silence. No click. Nothing. It was more than a little embarrassing.

Pilar has all the high-tech, modern equipment but a great deal of time was spent trying to hide everything so when you look aboard you see Hemingway's 1930s fishing boat. After an hour of looking about and flipping switches, I conceded I didn't know what was wrong and threw up my hands. I talked Vince, who was on a very tight schedule, to come back in the morning.

The next morning, we checked the batteries and I finally called Nate. He walked out into the yard and got

the mechanic, who knew right away. "Did you reset the kill switch on the flybridge?" I had no idea. I climbed to the flybridge and still didn't know which switch he was talking about. "Well, move the little black thing."

"Where?" "Next to the wheel!" By this time, I'm sure he was getting more than a little exasperated with me. This time I found it. I flipped the switch and put the little cover back down. This time, the motor roared to life.

Vince was a little late so he didn't get to watch me fumbling around on the flybridge. I want to congratulate Nate and his crew on the great job they did in hiding all the gadgets. It was afternoon and as soon as we left the dock, typical South Florida noon rain clouds started to build. As we sea trialed *Pilar*, we tried to outrun the clouds, rain and lightening. I could see what Hemingway saw in the boat. We succeeded in outrunning the summer storm most of the way and returned to the dock. When the sea trial was over, Vince gave me a pat on the shoulder. "Tell Nate he did a hell of a great job," he said. I'm going to assume he liked the boat.

THE LOG

*The 1930 50-foot Elco
"Duchess"*



And my final story. When I owned the R.S. Colson Boat Works in Maine I used to have all these old timers stopping by. They would tell me stories of the good old days. There was this one man, his name slips my mind, but he was retired U.S. Coast Guard and he lived next to the old cemetery in Lubec. It turned out his dad had been a Coastie, too.

So one day he showed up with a battered lighthouse tender. It was about 18 to 20 feet. He told me his father had been the keeper of Lubec's sparkplug

lighthouse that is located in South Bay, where the tide rips at seven knots. He told me the story of how this boat saved his father's life and how he kept it for the last 40 years. Then he gave it to me and told me I could do whatever I wanted with it. It was kind of in the way all summer long. When fall came, the firewood truck hit it and I cut her up for kindling.

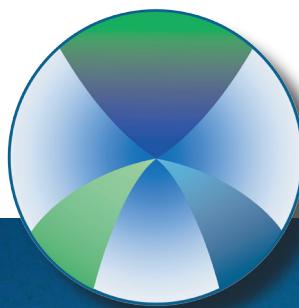
The old man learned of the tender's fate and he was justifiably furious with me. He didn't come around or talk to

I later realized I had destroyed his dream of one day seeing the boat that saved his father come back to life.

me ever again. I was young and stupid, and incredibly insensitive. I later realized I had destroyed his dream of one day seeing the boat that saved his father come back to life. I never cut up another boat again. We have removed parts from boats that were slated for demolition by other boat yards or contractors but I, personally, have never cut up another boat. It was a lesson learned the hard way.

My goal in life is to save and preserve as many of these great old boats and yachts as I can in the time that I have here. That's the fun part. Not destroying people's dreams.

Jim and Stephanie Moores are the owners of Moores Marine in Riviera Beach, FL and Beaufort, NC.



Recommended by
Practical Sailor
Perfect for:
fiberglass,
varnished and
painted wood

Contains no
abrasives or
petroleum
distillates



Long term finish protection for your yacht
with new nanotechnology based marine
polishing compounds.



- Marine Mirasol
- Marine Implantor Seal-It
- Marine Polish
- Micro Finishing Compound



Applied to every
new vessel by
Fleming Yachts

Apply by hand
or with a slow-
speed orbital
buffer.

Bonds to all
surfaces at the
molecular level

MYSTIC MINUTES

Story and Photos:

**Ted Mundy
Scott Noseworthy
Erin Richard**



Antique and classic vessels, restoration on a 19th-century whaleship and the largest antique marine engine show in the country—what a wonderful summer it was at Mystic Seaport!

A Beautiful Waterfront

A collection of mint condition Huckins motor yachts highlighted the 37th annual Antique & Classic Boat

Rendezvous at Mystic Seaport this past July. On display were original-condition and restored vessels built before 1970 including cruisers, sailboats, runabouts and launches. The Rendezvous also paid special tribute to Huckins Yacht Corporation, an 84-year-old yacht building company based in Florida that is recognized as one of the oldest, continuously family-owned boat builders in the United States.



News from the Mystic Seaport Museum

Classic Boats, Antique Engines Win Awards

An award competition honored excellence in restoration, authenticity and workmanship, and top awards included:

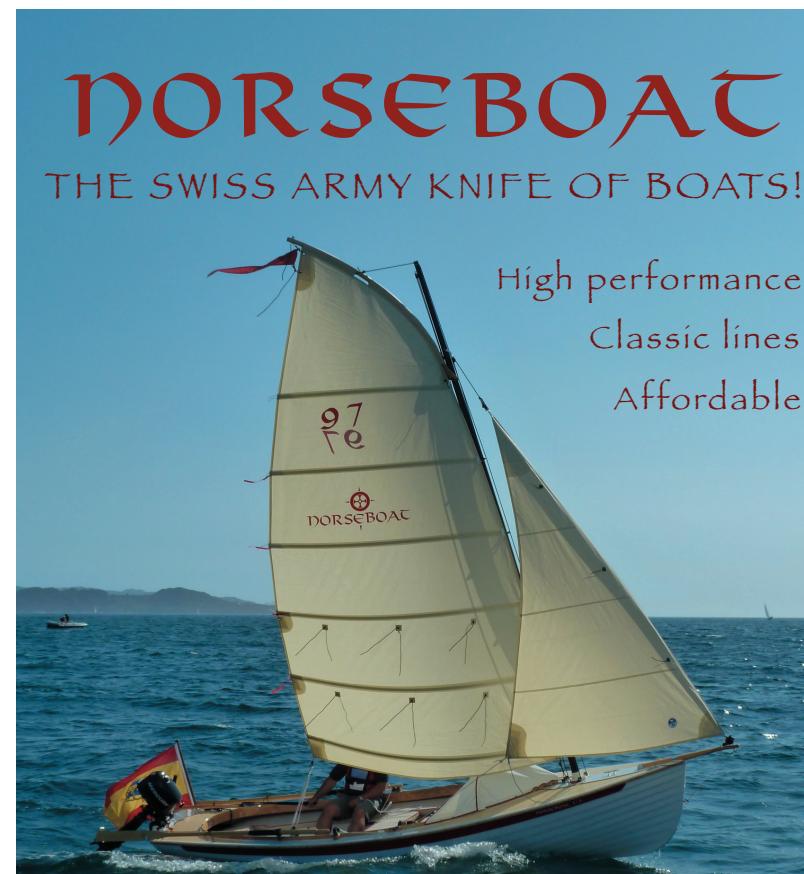
- Best Powerboat 40' and larger - *Coco*, owned and operated by Jacqueline and Peter Borden.
- Best Powerboat less than 40' - Special citations were awarded to *Skipperess* (owned by Robert and Anna Seyfried) for recognizing long-term ownership with a commitment to authenticity, and to *Sea Lark* (owned by Sam Crowley) for the ongoing preservation of a local iconic vessel representing the best of traditional maritime culture.
- Best Sailboat - *Chataqua*, owned by Joseph Zaraschi.
- Judge Emeritus Award - *Phoebe*, Awarded by Peter Barlow to owner Stephen Mack.

Huckins Yacht Corporation received awards for:

- *Mermaid* - The "coolest" Huckins at the show recognizing an outstanding

effort for the preservation of the last remaining example of this design. Owned by Simon Davidson and Joseph Dockery.

- *Sea Wagon* - Most original Huckins at the show. Owned by Diane Deutermann.



NORSEBOAT
THE SWISS ARMY KNIFE OF BOATS!

High performance
Classic lines
Affordable

12.5 ft 17.5 ft 21.5 ft

Daysailors, Camp Cruisers, Rowers, Motor Launches

www.norseboat.com tel: 902.659.2790

MYSTIC MINUTES

Morgan Restoration Update

Restoration work on the oldest American commercial vessel still in existence, the *Charles W. Morgan*, progressed smoothly this summer and in early August four new planks were installed. These planks are somewhat narrower than previous ones that have been installed, thus making installation easier. Planking is the largest component of the project, absorbing the most manpower and

materials, and has progressed far enough so that museum shipwrights will be resetting the scaffolding to permit work higher up in the hull. The newly reset scaffolding will also facilitate work on the so-called “zipper line” of futtocks to be replaced in the frames. Thirty five to forty new futtocks will be installed, which will eliminate the zipper line and dramatically strengthen the hull.

Work on the transom is also proceeding and the 2,000 pound transom timber is in place. A transom rider has been added and the two quarter timbers and eight tail feathers are in place completing the

**Hand Crafted, High Efficiency Overhead Light
LED Reading & Berth Lights in Chrome or
Titanium (Brass) Finish**



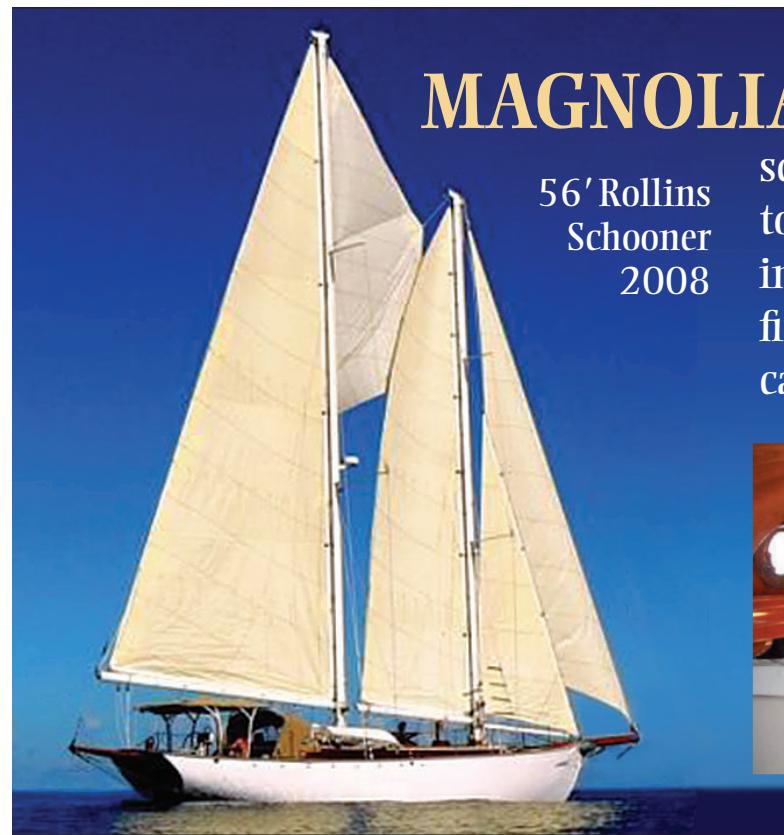
Brighten your cabin with:

- Better light quality
- Superior color rendition
- Lower battery drain!
- Different wood selections for hand-finished fixture to match your vessel's interior.
- Night vision and splashproof options available.
- Choose LED or CFL (compact fluorescent).
- NEW: Dimmable Reading Light Option!

Alpenglow Lights, LLC.

P.O. Box 415, Eureka, MT 59917 • (406) 889-3586

www.alpenglowlights.com





framing of the upper part of the stern. Fairing of the quarter timbers and the tail feathers has commenced and this will prepare the transom for planking.

Engines, Engines, and More Engines!

The rain on Saturday, August 18, did not dampen the enthusiasm of the exhibitors that participated in the 21st annual Antique Marine Engine Exposition at Mystic Seaport. Nearly 100 exhibitors brought more than 300 exhibits for display and play. The museum's model shop was filled with enchanting operating miniatures, beautiful boats and the model pool become an attraction

unto itself as visitors watched the model boats making their sea passages from one end of the pool to the other.

Inboards, outboards and even a staff-owned marine landing craft Continental radial provided smoke and noise to please any gearhead's heart. The museum's recently acquired 1300hp Packard V12 PT Boat engine added to the din, running for the first time during this show. All the while, the steamers huffed and puffed in their silent vapor cloud. The smiles and informed conversations between exhibitors, visitors, staff, volunteers

A is an exceptional vessel in both design and construction—a handsome 'Alden' Style schooner capable of passages anywhere in the world in elegance and comfort with no sacrifice to structural integrity, built by Paul Rollin's Boat Shop in York, Maine. Interior joinerwork includes frame and panel doors and cabinet faces made of select cherry and curly cherry finished bright in high-gloss marine varnish. Overhead house beams, deck beams and carlin caps are black locust and cherry finished bright with white for contrast.



The current configuration sleeps seven to eight adults.

Location: Cortez, FL

Price: \$850,000

Contact: Sid Imes, Cell 662-352-9460

E-mail: sidsail@yahoo.com

MYSTIC MINUTES





and museum members reinforced the value of this event as part of the history of America and the Sea.

Looking Toward Fall

Though summer is winding down, heading into the fall season Mystic Seaport's calendar remains full. Restoration work on the *Charles W. Morgan* continues in the Shipyard; rowers will compete along the historic Mystic River in the annual Coastweeks Rowing Regatta on September 16; the ever-popular Antique Vehicle Show rolls into Mystic Seaport on September 23, and much, much more is planned. What could be better than summer in New England? Fall at Mystic Seaport!

Come see for yourself.

*For more information, please visit
mysticseaport.org*

INTHESTREAM

Story & Photos: Tammy Kennon

“AAAAAAAHHHH!!!!”, I screamed from the side deck.

“WHAT?!?!?” my husband, Chip, demanded from the helm, probably thinking we were about to run aground – or worse.

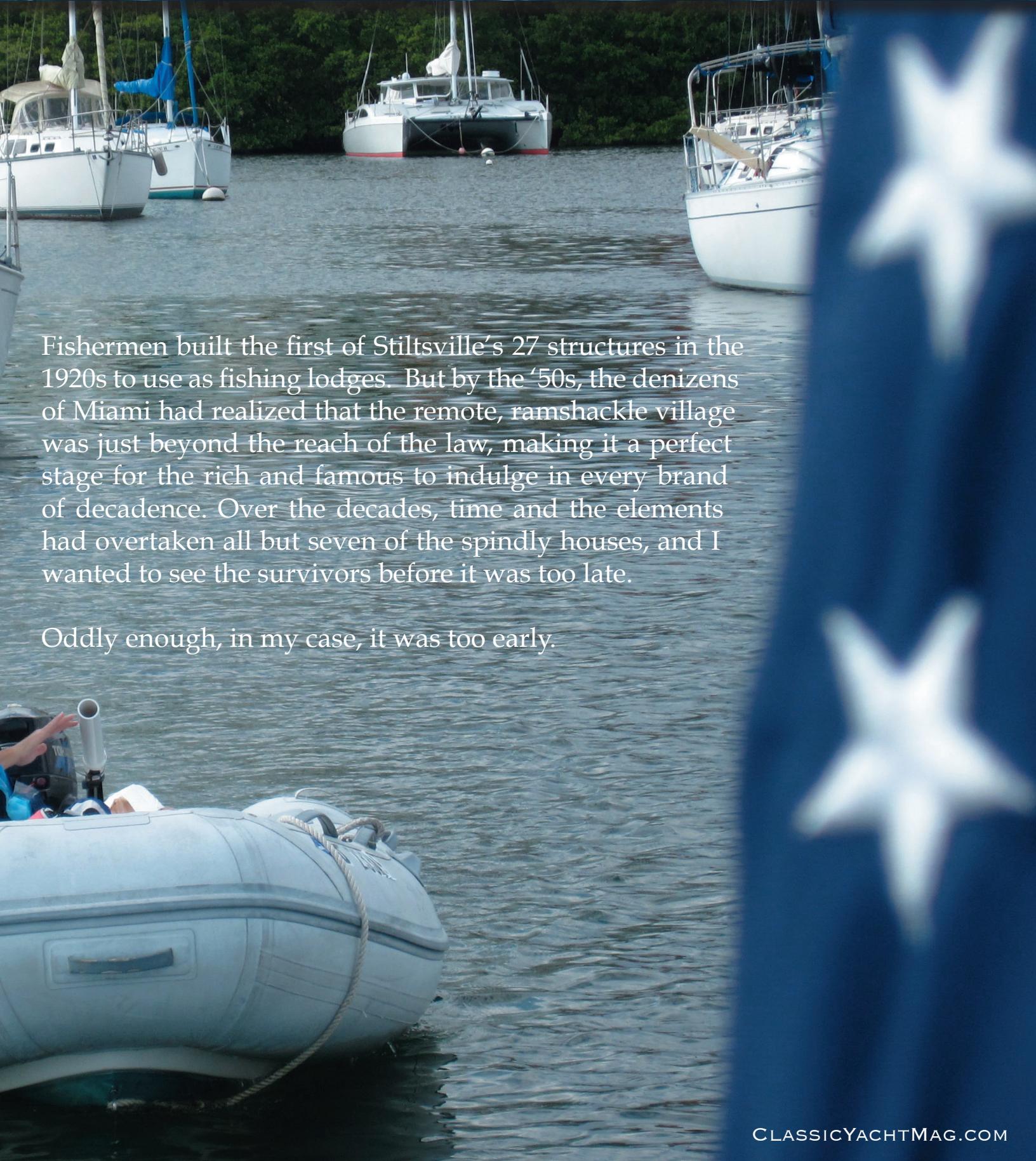
“A HOUSE!” I said pointing 20 yards to starboard at a plain wooden house on stilts.

We were leaving for our first offshore passage from Miami to the Bahamas, and typically, a house would not be cause for alarm, but in this case, it was a matter of perception.

For as long as we had been dreaming of cruising, we had been hearing about this 50-mile hop across the cantankerous Gulf Stream, which has rattled and tossed boats much larger than *Cara Mia*, our Island Packet 380. But equally as long, I had been looking forward to my first glimpse of Stiltsville, a cluster of houses built on stilts over open water where the Biscayne Bay meets the Atlantic, right on our route through the Biscayne Channel.



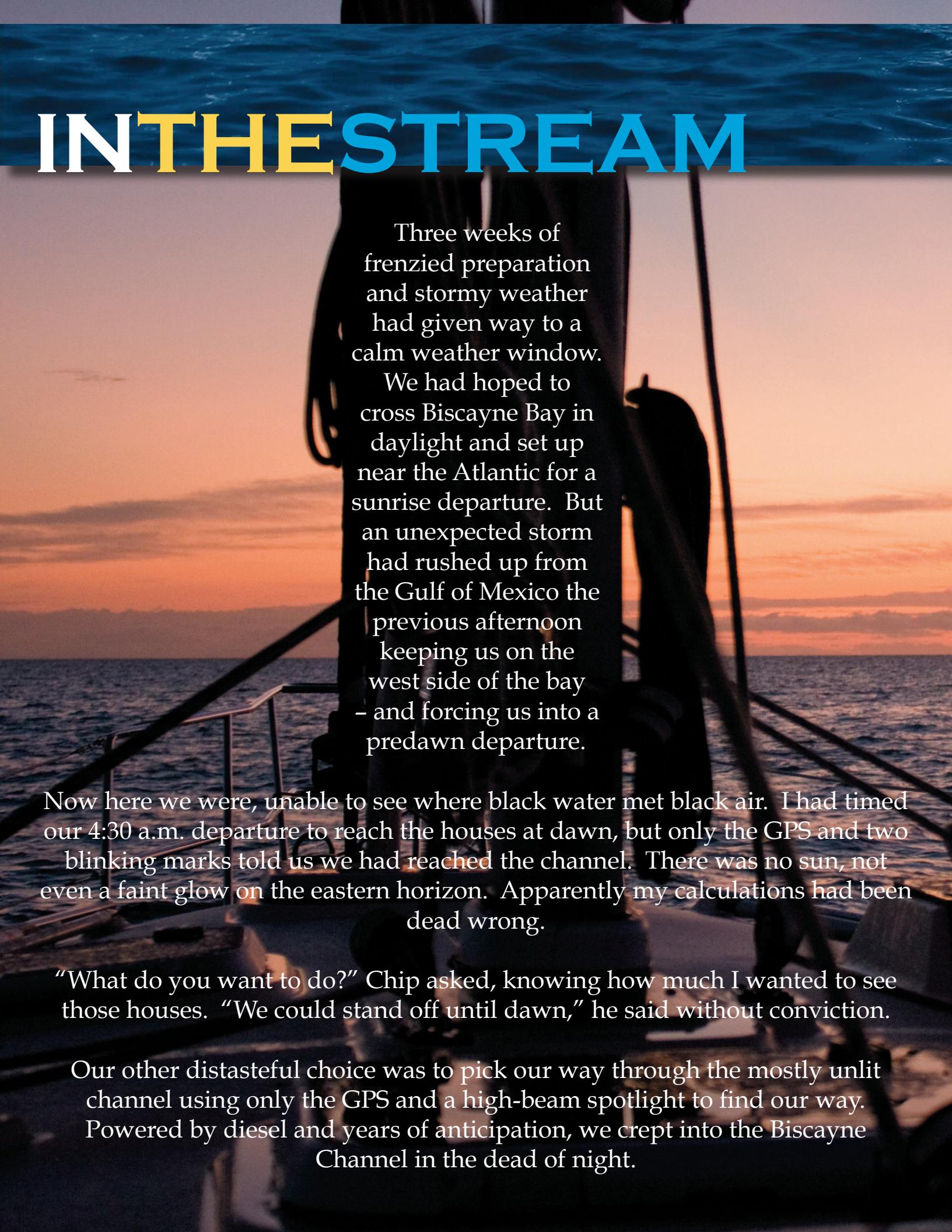
Novice sailor Tammy Kennon thoughtfully examines a cruising life's learning curve.



Fishermen built the first of Stiltsville's 27 structures in the 1920s to use as fishing lodges. But by the '50s, the denizens of Miami had realized that the remote, ramshackle village was just beyond the reach of the law, making it a perfect stage for the rich and famous to indulge in every brand of decadence. Over the decades, time and the elements had overtaken all but seven of the spindly houses, and I wanted to see the survivors before it was too late.

Oddly enough, in my case, it was too early.

INTHESTREAM



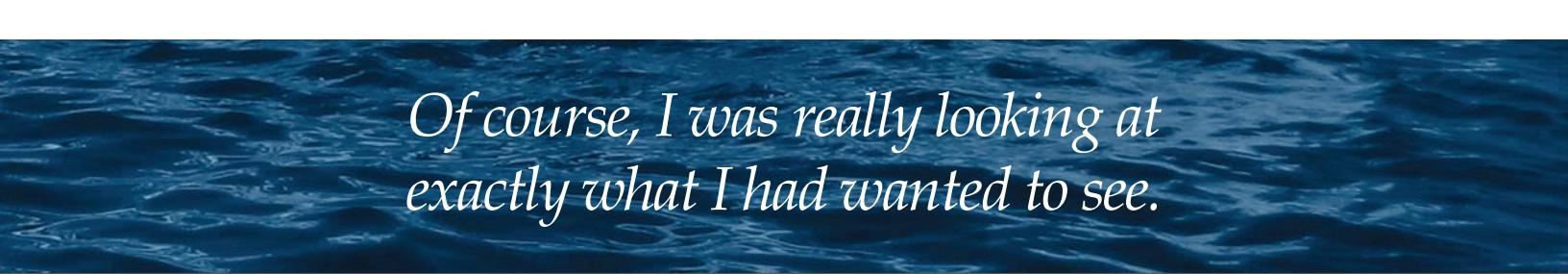
Three weeks of frenzied preparation and stormy weather had given way to a calm weather window.

We had hoped to cross Biscayne Bay in daylight and set up near the Atlantic for a sunrise departure. But an unexpected storm had rushed up from the Gulf of Mexico the previous afternoon keeping us on the west side of the bay - and forcing us into a predawn departure.

Now here we were, unable to see where black water met black air. I had timed our 4:30 a.m. departure to reach the houses at dawn, but only the GPS and two blinking marks told us we had reached the channel. There was no sun, not even a faint glow on the eastern horizon. Apparently my calculations had been dead wrong.

"What do you want to do?" Chip asked, knowing how much I wanted to see those houses. "We could stand off until dawn," he said without conviction.

Our other distasteful choice was to pick our way through the mostly unlit channel using only the GPS and a high-beam spotlight to find our way. Powered by diesel and years of anticipation, we crept into the Biscayne Channel in the dead of night.



Of course, I was really looking at exactly what I had wanted to see.

"See that red?" I said, nervously jiggling the spotlight on the mark, making the reflectors twinkle in the dark.

"The GPS says there should be a corresponding green," Chip replied.

I trained the light to starboard. "There it is!" The green reflectors winked back. My confidence built as we passed two more marks safely. I began to relax and sweep the cone of light across the darkness to starboard when, BOOM! An eerie white ghost with gaping black eyes burst up out of the darkness, hovering above the water 20 yards from my heart, which was now in my throat - screaming.

"AAAAAAAHHHHH!!!!" Cue the terrifying violin music.

Of course, I was really looking at exactly what I had wanted to see: a simple wooden house on stilts with a plain roof, blank windows and an empty porch, interesting not for its architecture, but because it had witnessed human drama and weathered raging tempests for almost a century.

It was my nerves and the eerie darkness that made me see something else: a super-

sized Rorschach inkblot projecting back my bundle of anxieties, fear of the unpredictable water ahead and doubt about my untried sailing skills.

With my heart pounding, I trained the spotlight, trying to ignore the ghosts watching me pass in the darkness.

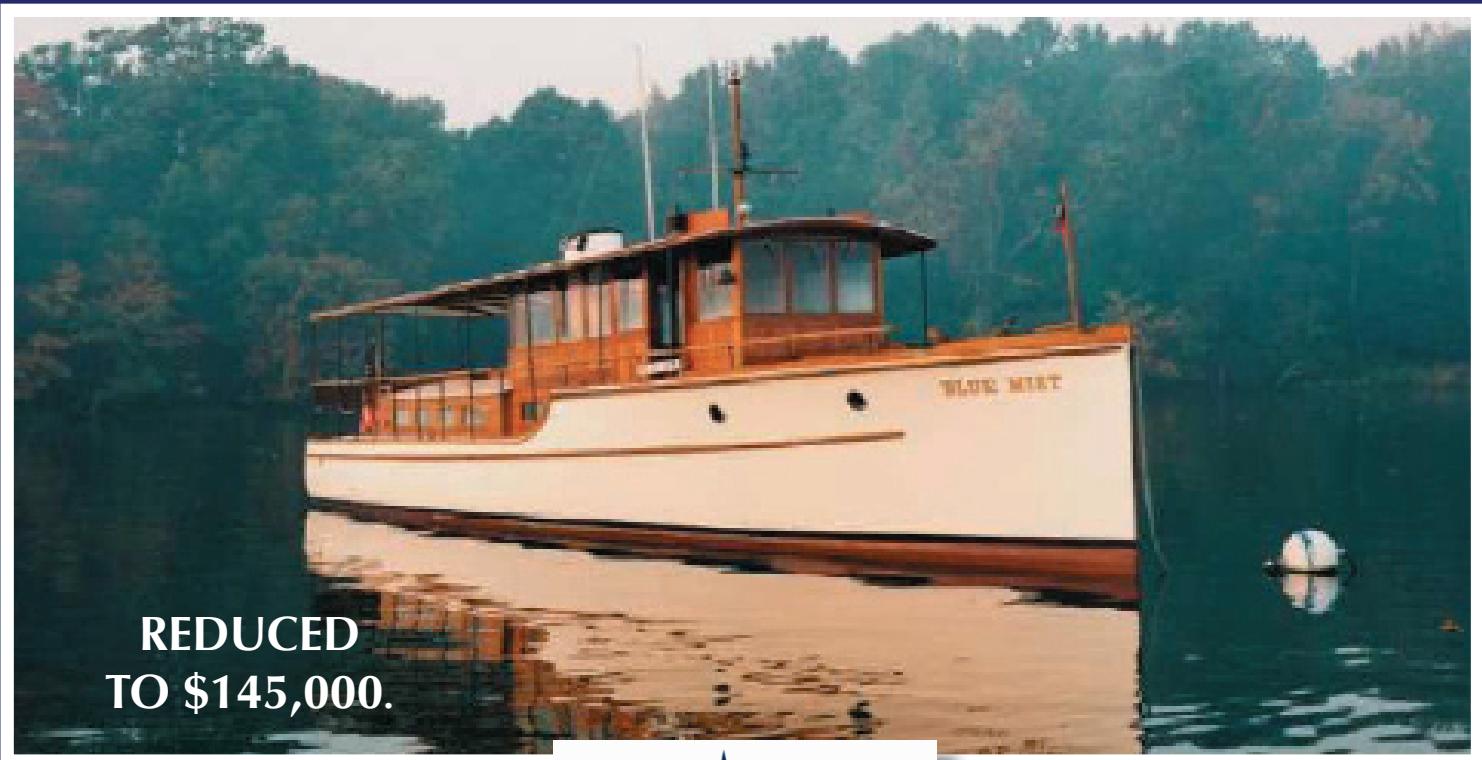
We could feel the tug of deep water as we neared the end of the channel, just as the sun dyed the sky Georgia peach. "Look at that," I said, looking back at my inkblot.

Bathed in peachy sunlight, that simple house on stilts sat empty, now reflecting back the memory of another empty house on stilts I had left behind so recently, our home near the water in North Carolina's Outer Banks.

Cara Mia, our new home, rolled in the bumpy swell, bringing our attention back to the job at hand. We high-fived and set a long-dreamed-of waypoint on Bimini. Next stop: paradise.

Tammy Kennon is a writer and journalist who relishes traveling the world at 5 mph. Follow her adventure at ploddingINparadise.blogspot.com

A Special Opportunity to Own "BLUE MIST"



**REDUCED
TO \$145,000.**

For further information
contact Marc Thomas at
(410) 991-0939 or email
marc@lukebrown.com



**[CLICK HERE TO SEE MORE
PHOTOS AND FULL LISTING](#)**

BAYPORT YACHTS

23 Years on the Chesapeake
1989-2012

Courtesy · Integrity · Experience



58' Trumpy Cruiser 1970 "Lieselotte"

Recent repower
& refit.
Bristol condition.
A solid value.
\$489,000.
At our dock.



61' Trumpy Houseboat 1937 "Sea Tabby"

\$1.M + refit
& rebuild.
Top to bottom
refinish in 2011.
\$645,000.
Shown by Appt.



46' Robt. Atwell 1951 "Four Sisters"

The ultimate
classic picnic boat.
Complete rebuild
in 1994/1995.
At our dock.
\$49,900.



57' Chris-Craft Constellation 1971 "Finesse"

Sixth to the last
Connie built.
Always shed kept.
A rare find!
\$179,000.
At our dock.

at Piney Narrows Yacht Haven
323 Piney Narrows Rd., Chester, MD 21619 • (410) 643-8100
View our entire inventory on our website: www.bayport.biz

BUZZARDS BAY 25



HMCo Design 733: MINK, BAGATELLE, ARIA, etc.

Cold-molded 1996 *by Joel White* • *Mint Condition*

32'3" LOA • 25'4" LWL • 8'9" Beam • 3'1" Draft • Displ. 7,386# • Yanmar 9hp

FOR SALE BY OWNER Kindly email ghb4755@gmail.com for details



CLAN



Build:
Designer:
Length:
Beam:
Year/Refit:
Flag:
Displacement:
Sail area:
Guests:
Location:
Asking price :

Cantiere Carlini Rimini
Carlo Sciarrelli Peracca
54'1/16.30 m
14'8" / 4.51 m
1988/2010
Italian
17T
175m²
6 + 1 crew
Rimini
495,000 €

Sciarrelli has always loved to define his creations as "boats to travel", to represent the concepts of comfort-safety-seafaring applied to his preferred classic design that has been defined with admiration by the famous French designer Mauric (Pen Duick IV of Tabarly) as "Boats designed with the heart".

Sciarrelli's stunning boats have been characterised by an unmistakable design, by being fast and light weighted (but not excessively) as well as easy to steer. Sciarrelli was known for the fanatical care he was devoting to obtain a high course stability, natural consequence of the balance of the canoe body, that allows his boats to cross the oceans in the maximum safety.

The manufacturing was entrusted, and it could not be differently, to the skills and experience of the Shipyard Stefano Carlini - Rimini-Italy that, after two years of passionate and enthusiastic work, delivered this jewel, the Stradivari of the sea.

The final result is a jewel for sailing, that would have made Sciarrelli proud, and that, as well as all his other yachts, "makes the water cheer on his passage". When entering a port it always capture the attention for its traditional and elegant design that embodies classical marine characteristics ensuring a constantly safe sailing. Indeed when it slides on the water with a slight breeze or when it faces a strong storm it spreads vibrant sensation, the Clan 2 was designed and built to give continuous emotions.

CLAN 2



Build:
Designer:
Length:
Beam:
Year:
Flag:
Displacement:
Sail area:
Guests:
Location:
Asking price :

Cantiere Carlini Rimini
Carlo Sciarrelli Peracca
63'1/19.10 m
16' / 4.90 m
2008
Italian
27T
250m²
6 + 3 crew
Rimini
1,490,000 €



BROKERAGE | CHARTER | MANAGEMENT | FISCAL & CUSTOMS ADVICE | SHORE SUPPORT

www.thierryvoisin.com

+33 (0)4 92 00 42 40 - sales@thierryvoisin.com
Port de Nice - Quai Amiral Infernet - 06300 - Nice

 THIERRY VOISIN

CLASSIFIEDS

2012 Metan Vintage Beauties For Sale

2012/1979 Metan 23' SeaCraft Center Console w/ Yanmar Diesel-\$145k
2012/60's Metan 13' Boston Whaler SS-\$27.5k
2012/60-71 Metan 16'7" Boston Whaler Sakonnet-\$49.9k
2012/1971 Metan 21' Boston Whaler Outrage-\$95k

For info call Vince (781)
293-2755

The Marine Service Network, BC Canada, Premiere Yacht Service, Captains, Yacht Charter, Fishing, Golf, Capt. Jeff Engholm YM_c, (778) 886-1241

Cocktail tables with your favorite chart or map printed on top. Water resistant. Made to order. Perfect gift! Visit MaraMAPS.com

woodenwidget.com 'Clever dinghy designs for the spatially challenged'

Lonski and Associates LLC, PROFESSIONAL STAFFING SOLUTIONS, Specializing in Marine, Contact Jay Wadzinski (321) 327-7619 - Jay@HenryLonski.com

HANDSFREEPORTABLELIGHT WHERE AND WHEN YOU NEED IT Sailors Night Vision Cap (2)Red (4)White LED projects 60ft WWW.SailorsNightVisionCap.com

FOR SALE my share of Sceptre 12/K17 the 1958 Americas Cup Challenger robertconstable@me.com

22' Dayboat, 2 berth, 25-40 hp outboard in well, super quiet and seaworthy, each boat custom built for you. www.roeboats.com from €22,500

Tanzer 22 and Trailer \$2000 negotiable. Great for beginners large enough for weekending. r.stonefeld@comcast.net

1968 Tiffany 46 – Sportfish w/upper & lower helm. Twin Caterpillar 3208 Diesels new in 1992, 375 hrs, wood hull. www.tiffanyyachtsinc.com

jib 33' by 12', \$350. trade for main 29' x 11' +/-, I'm on a fixed budget. Bill (919) 396 8448



\$1,295,000 – Marlow Explorer 57E-CB "Nokomis" is an exceptional yacht. Check out all her superior features at: marlowexplorer57E.com

Cocktail tables with your favorite chart or map printed on top. Water resistant. Made to order. Perfect gift! Visit MaraMAPS.com

*Advertise your boat, product
or service for sale in our NEW classifieds!*

As WWII closes in, Ella must leave home but a sailor tempts her to stay. Leaving Lukens is a novel for sailors. Laura@LauraWhartonBooks.com

North StarYacht Services - Canvas, Leather, Deck, Isinglass Leader in the San Diego Area. Quotes avail at: info@northstar yachtservice.com

52' Texas F'bridge Cruiser, 2 cabin, CAT C12s 715hp w/extended warr. and low hrs. Tops 25K. Trades OK MikeD@hargrave.org (954) 463-0555

FREE:

The free listing gives you room to describe what you have for sale. These are limited to 140 characters, including spaces (5 lines of text).

Basic classified ads are **FREE!**

COLOR:

COLOR + PIC!

Upgrade your ad with a choice of background and text colors! Colorclassifieds are \$70 per 140 characters, including spaces. You've got the option of changing text colors for pop! Hyperlinks can connect the ad right to your email or website, for an instant connection to readers!

This ad size: \$140

Need more room? Buy space in 140-character bundles to tell the world what you've got to offer.

Add a photo for just \$35 per column inch in your color classified!

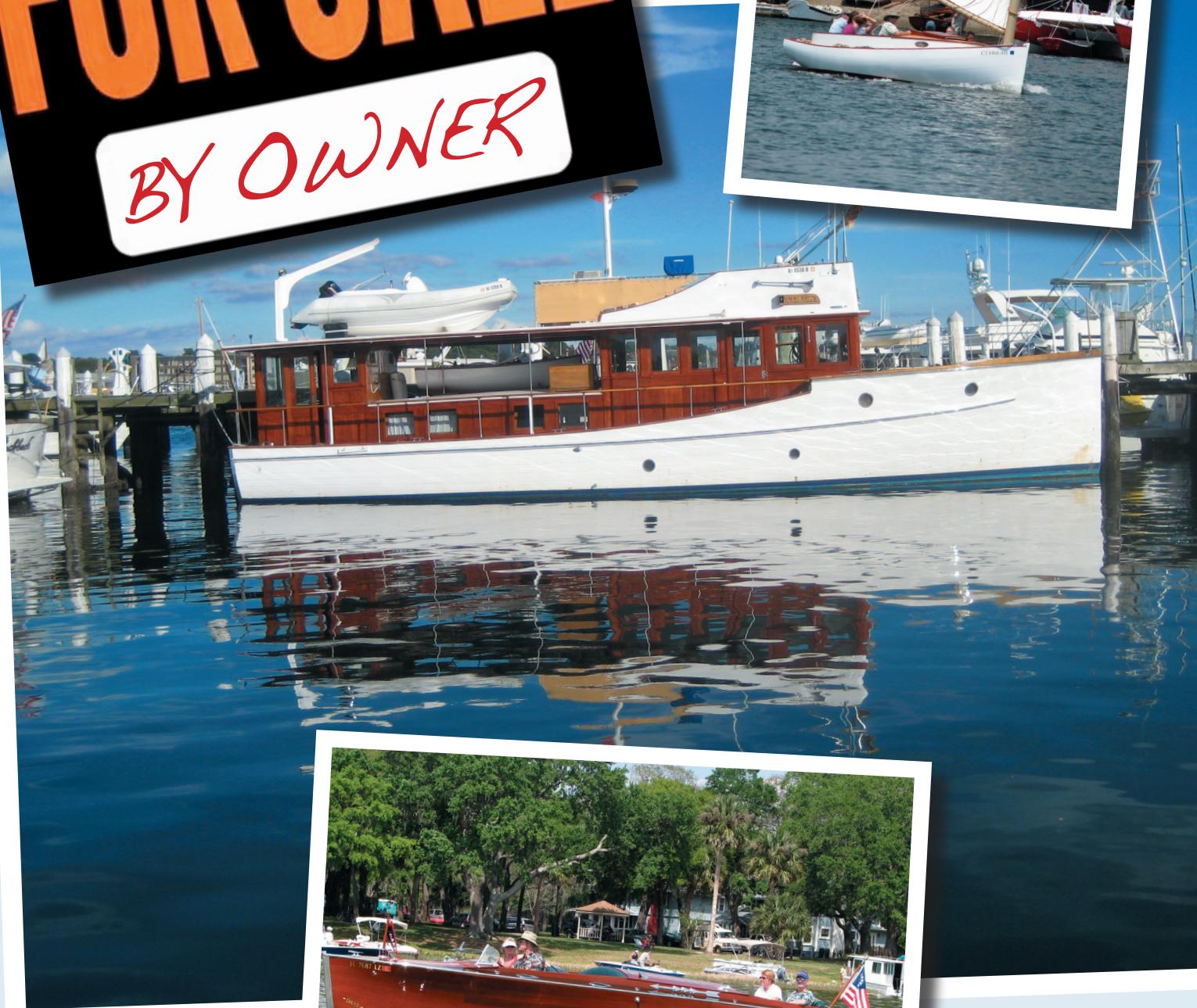


The photo above takes up one column inch, for example. It's a great way to make a visual impact. You can buy 140-character bundles of text to your heart's content, and as many photo column-inches as you want.

This ad size: \$245

Click [HERE](#) to contact our classified department now!

FOR SALE
BY OWNER



SELLING YOUR BOAT?

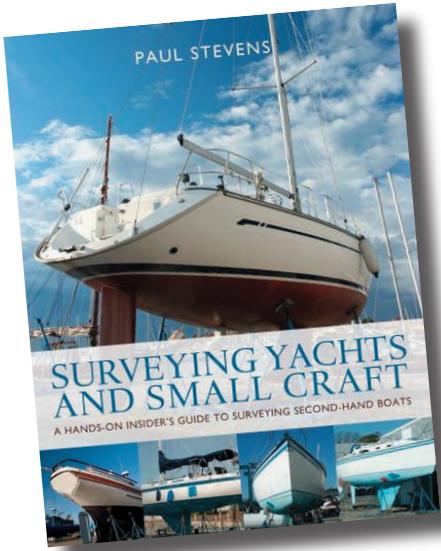
Why settle for a tiny classified ad in a print magazine when you can have a full-color ad in an online publication that's distributed around the world?

DO IT IN
CLASSIC *Yacht*



CLICK HERE to inquire about
Classic Yacht's
affordable ad rates!

NEXT ISSUE



Winter Reading

Whether you'll be cracking open a book within view of a Florida Keys sunset or just marking time until next boating season, there are several new titles (and updates on classics), worthy of your attention this winter.

The Next Classics

It's been 50 years since fiberglass boats hit the market. It's long past time that the accepted roster of "classic yachts" include a selection of the best 'glass boats from the second half of the 20th century. We pick those which are most deserving of the title.

Museum Crawl

While winter may mean a break from time on the water for many of us, it's a great time to plan a trip to one of America's many great classic and antique boat museums. We pick one of the best and tell you what's new in time for your next visit.





Ultimate Gift Guide

“Tis the season! Get the scoop on great gifts for the boat owner who has everything, or thought so until now. This is an issue you’ll be e-mailing to your spouse, kids, or whomever, in hopes that someone will take the hint and pony up for something really unique.



Having fun yet?

BOOKMARK classicyachtmag.com/currentissue
TO RETURN ANY TIME!

[CLICK HERE TO](#)

Write us

[CLICK HERE TO](#)

Tell your friends

CLASSIC *Yacht*

[CLICK HERE TO ADVERTISE IN CLASSIC *Yacht*](#)